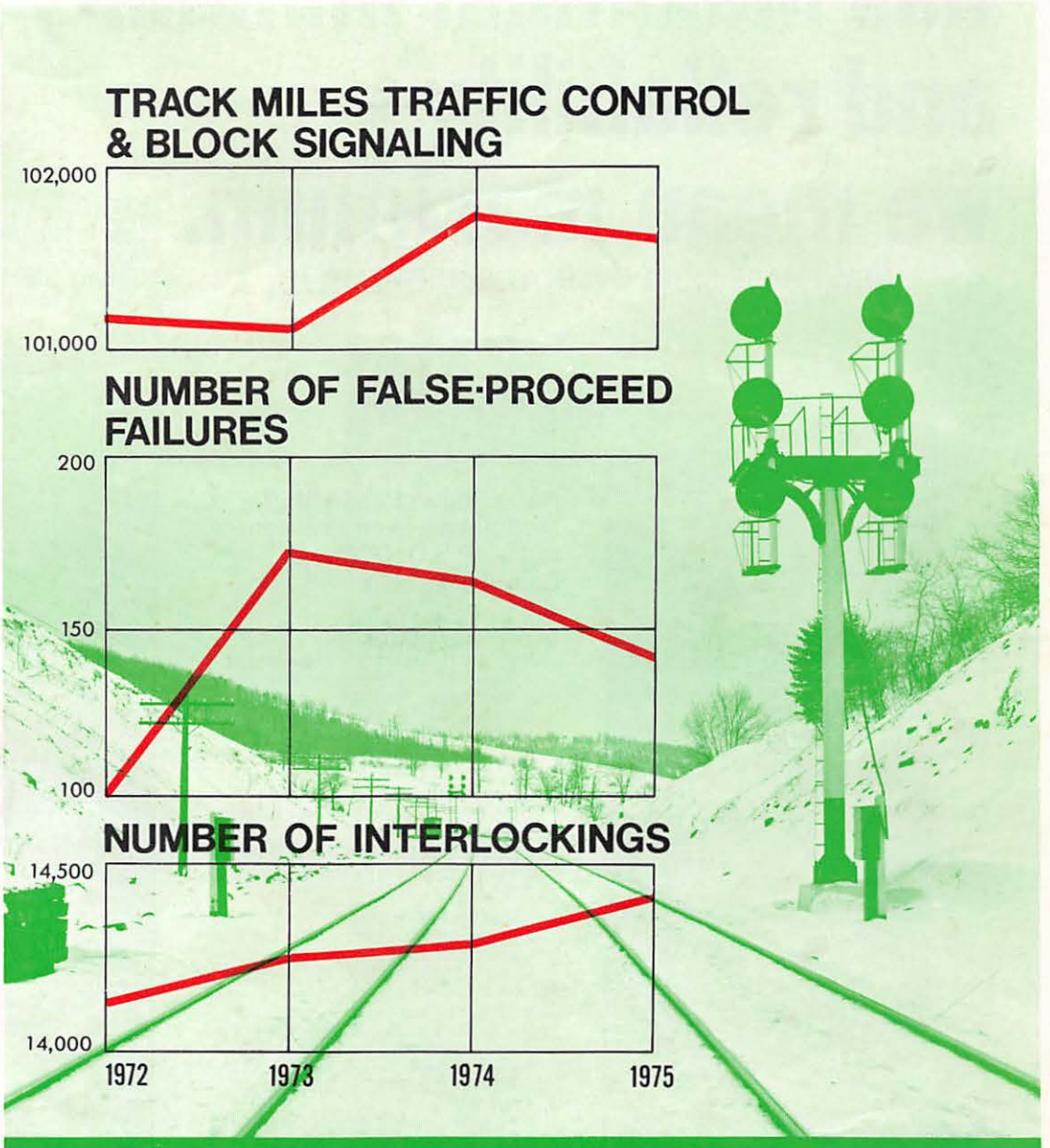
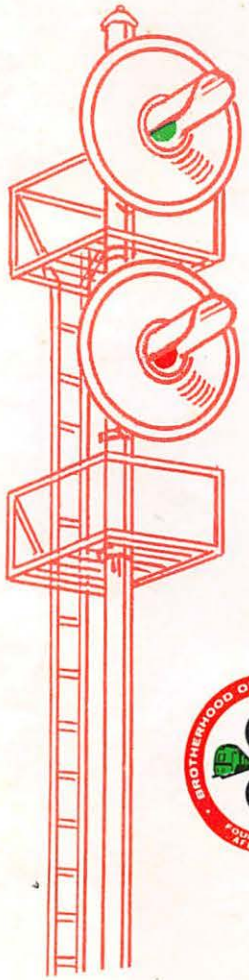
The SIGNALMAN'S Journal



Signaling holds steady while false-proceed failures decline



June, 1977

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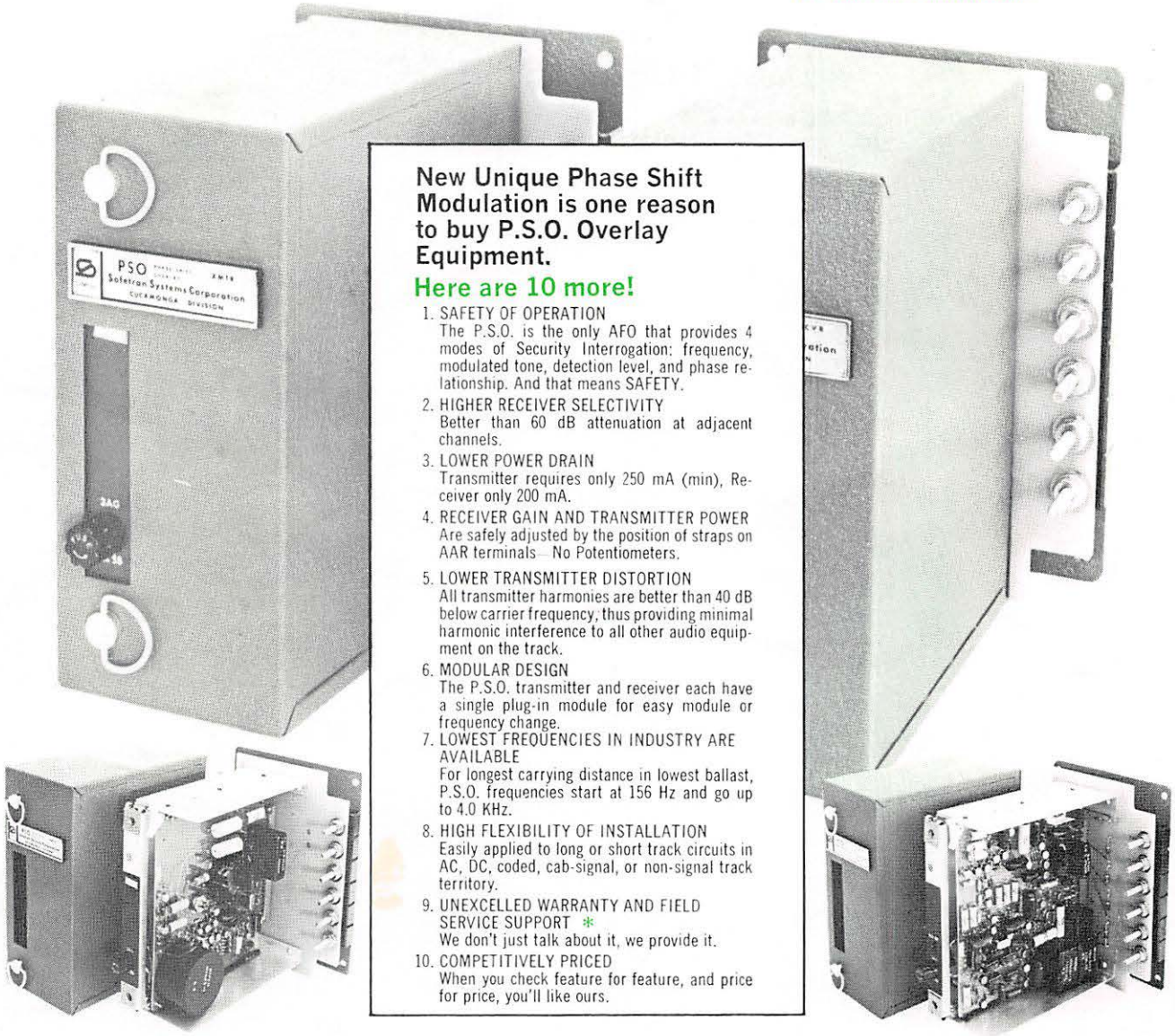

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Volume 58 Number 5 June, 1977

ROBERT W. McKNIGHT
Editor & Manager
601 West Golf Road
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The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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COVER: Graphs show that false proceed-signal failures are falling while track mileage of block signaling and centralized traffic control shows slight increase and number of interlockings in service is rising.

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Chamberlain's Message

Signalmen provide an ingredient of quality in productivity

In negotiating wage contracts, cost of living is always a subject for discussion among labor people. Greater productivity to justify higher wages is frequently heard on the management side.

A factor often overlooked by management in productivity figures is quality. A well-known manufacturer who frequently uses television to promote his product does stress the quality of his employes in the manufacture of his product.

In our judgment, the quality of productivity is probably more important than productivity in itself. Relating productivity and quality of productivity to our membership performing signal work sets forth some interesting statistics.

Last year in one of our columns, it was pointed out that during the years January 1, 1963 to January 1, 1974, there was an increase of 37% in the amount of signal equipment installed on railroads in the United States. *During the same time frame, the number of signal employes in the work force decreased 21%.*

In other words, the average signal employe *today* has the responsibility of approximately 75% more signal equipment, including testing, inspecting, maintaining and repair, than did a signal employe in the period from 1963 to 1973.

From data furnished by the Federal Railroad Administration, we find that the number of false-proceed failures has dropped 18% from 1973 to 1975. Later data was not available. During this same three-year period, the track miles of block signal and traffic control systems increased from 101,287 to 101,605. Also, the number of interlockings in service increased from 14,137 to 14,410.

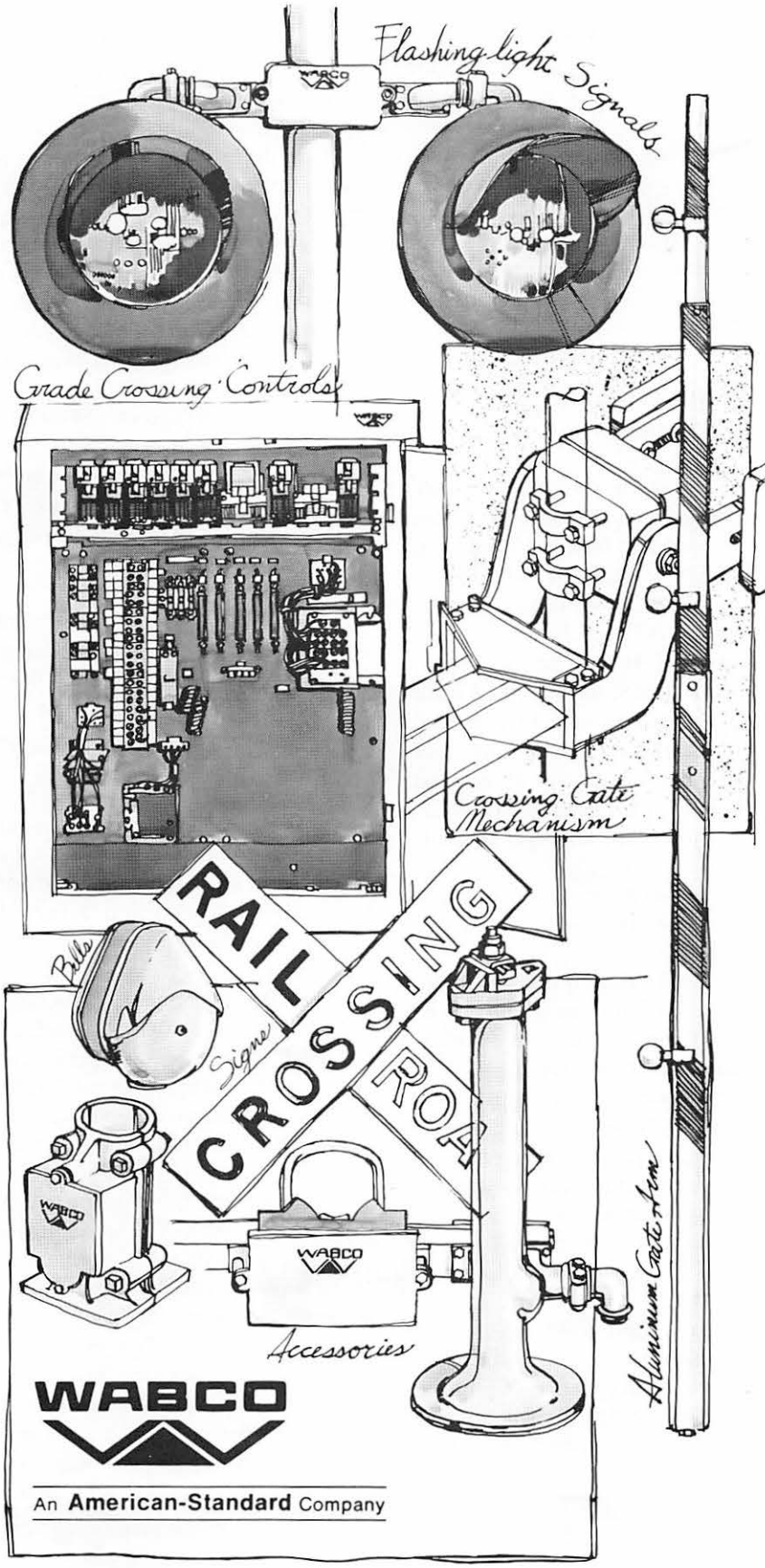
While we have slight increases in the 1973-1975 period in the amount of signals in service, we have a decrease in the amount of false-proceed failures. Certainly this is a bona fide indication of the quality of testing, inspection and maintenance by signalmen. Additionally, this high standard of performance occurred during a period of tight financial conditions where railroads were cutting forces, extending territories and doing just about anything to save money, especially in maintenance.

Railroads are in business to stay and have a promising future. Proper maintenance pays, not only in saving long term costs, but in safety and lives in preventing catastrophic failures and accidents.

Although they receive little or no recognition for their contribution, signalmen on the railroads are doing a tremendous job and the records show the vital impact of their efforts.

We who know the signalmen's way of life recognize and appreciate the contribution made by each signalman in keeping our railroads running as fast as possible and with utmost safety. Each of our members can take pride in the fact that as signalmen you are performing a service in a mode of transportation that ranks second to none in terms of importance and need to the safety and welfare of our great nations of the United States and Canada.

WABCO's Hardware Store.



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News

N&W receives FRA approval for ctc

Norfolk & Western has received approval from the Federal Railroad Administration to install centralized traffic control on two sections of line totaling 36 miles. One project consists of installing ctc between Tunnel 7 and Hubbardstown, WV. CTC will be installed on the westbound track only in lieu of existing automatic block signaling. The other project consists of installing ctc on the westbound track only between Valley Crossing and Pennor Yard, OH; and on track 4 for about 1 mile at Pennor Yard.

Edison Battery becomes part of Power Systems

Edison Battery Division has been merged with the Power Systems Division of McGraw-Edison Company. The merger is part of a corporate-wide reorganization plan. Identified as "Energy Systems", the former Edison Battery Division will maintain operational headquarters at Bloomfield, NJ. A. L. Frank is vice president and general manager of Energy Systems.

Don't buy J. P. Stevens textile products

J. P. Stevens, a textile manufacturer, has, for many years, been avoiding a union contract, collective bargaining and good labor relations practices. Stevens has been found guilty of 15 labor law violations by the National Labor Relations Board since 1965. Because J. P. Stevens refuses to allow free elections and comply with NLRB directives the 44,000 J. P. Stevens workers in 85 textile plants in North and South Carolina are asking union members not to buy J. P. Stevens products. Some of them are listed below: Sheets & Pillowcases-Beauti-Blend, Beauticale, Fine Arts, Peanuts (comic strip figures), Tastemaker, Utica, and Utica & Mohawk. Blankets—Baby Stevens, Forstmann and Utica; Carpets—Contender, Gulistan, Merryweather, and Tastemaker; Slippers (washable)—Always in Step; Draperies—J. P. Stevens; Hosiery—Big Mama, Finesse, Hip-Lets and Spirit; Towels—Fine Arts, Tastemaker, Utica and Pizzo; Table Linen—Simtex.

Constitution changes are proposed

The following proposal was submitted by Aurora-Galesburg Lodge No. 103 and is being published as required by Section 147 of Article I of the BofRS Constitution.

ARTICLE V

"Section 1. It shall be the duty of the Grand Lodge to assist the Locals and Committees involved in the reconciliation of agreements and adjustment of seniority occasioned by mergers or coordinations of Carriers. In the event a merger or coordination is governed by an order or law, time limits specified by such order or law must be observed and complied with.

"Section 2. The Grand Executive Council shall not be required to perform functions assigned by other provisions of this Constitution to General Committees or Locals.

"General Committees and Locals shall provide proper representation for members in their jurisdiction. In the event members are not being provided proper representation as required by this Constitution and laws of the land, the Grand Executive Council shall make recommendations for corrections, either by merger with other General Committees, or by other means not in conflict with the best interest of such members.

"Section 3. In the event General Committees and/or Locals request assistance in the assignment of Locals to General Committees, a Grand Lodge Officer shall be assigned to provide such assistance. In the event the Grand Executive Council recommends a merger of General Committees or reassignment of Locals to General Committees, a Grand Lodge Officer shall be assigned to assist the affected Locals in resolving any disputes concerning such merger or reassignments. Any merger of General Committees or reassignment of Locals to General Committees must be approved by a majority of the affected General Committees prior to the effective date of such merger or reassignment."

The above change in the BofRS Constitution was approved at a meeting of Aurora-Galesburg Lodge No. 103 at a meeting in Kansas City, MO on April 2, 1977. Submitted by C. R. Adkison, local president.

The following proposals were submitted by Jackson City Lodge No. 28 and are published as required by Section 147 of Article I of the BofRS Constitution.

ARTICLE I

Section 76:

"Notices to be served on a national basis in the United States must be approved in writing by a majority of the General Chairmen affected before any such notices may be served.

"Tentative agreement reached on national notices shall not be signed for the Brotherhood until such tentative agreement has been ratified by a majority of the members involved. This shall be accomplished by a ballot sent to every member involved. The vote recorded and action taken will be published in The Signalman's Journal. National concerted movements involving health and welfare, pensions and sick leave matters, in which other crafts are involved are excepted from the provisions of this Section 76."

Section 78 third paragraph, last sentence:

"To reflect a true account of the

(Please turn to page 13)

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With GRS Traffic Master II computer-based, color video cTc, you can reflect track layout changes and cTc consolidations by modifying computer programs – not static engraved panels. Costly revisions to control office hardware can be reduced or eliminated.

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System modification and evaluation are accomplished at a convenient computer terminal.

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Cloth emblem is available with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Playing Cards with the BofRS emblem are now available. These high-quality cards come in the conventional bridge decks, including jokers. Cards and emblem are in color.

Golf caps with the BofRS emblem in color are available in Small, Medium or Large with adjustable head band. These lightweight, net caps come in Red, Black or White.

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" or 3" in dia. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin otulined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Use this handy order form:

A history of the Brotherhood of Railroad Signalmen has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

Master National Agreement Book has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 23 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; Mc—Current agreement; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S — Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2; V—Seniority modification agreement.

The SIGNALMAN'S Store

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_____Cloth emblem @ $1.50 each.

_____Colorlight signal lapel pin @ $1.50 each.

_____BofRS red, gold lapel pin @ $2.00 each.

_____Decals @ 15¢ each. _____3 inch _____4 inch

_____Decks of Playing Cards @ $3.00 each.

_____General Chairman & Local Chairman's Manual @ $3.00 each.

_____History of BofRS @ $9.95 each.

_____Signalman's training books @ $18.00 per 8-volume set.

_____Vol. 1 @ $2.50 each. _____Vol. 5 @ $2.50 each.

_____Vol. 2 @ $2.50 each. _____Vol. 6 @ $2.50 each.

_____Vol. 3 @ $2.50 each. _____Vol. 7 @ $2.50 each.

_____Vol. 4 @ $2.50 each. _____Vol. 8 @ $2.50 each.

_____Master National Agreement Book @ $7.95 each.

Minimum order accepted is $5.00. Please make check or money order payable to the **Brotherhood of Railroad Signalmen.** Send payment and order to BofRS at **601 W. Golf Road, Mt. Prospect, Ill. 60056.**

Amount enclosed $_____

Name_____Local No._____

Address _____

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Signal failures decrease

From data released by the Federal Railroad Administration, one can easily draw the conclusion that signal maintainers are doing a fine job of maintaining their equipment and territories. One indication is the declining number of false-proceed failures recorded from 1973 through 1975. False proceed failures rose from 101 in 1972 to 173 in 1973, then fell to 166 in 1974 and to 142 in 1975 (see front cover graph).

During this same period, the track mileage of traffic control and block signal systems held in the 101,000 range. In 1972, mileage was 101,291, fell 4 miles in 1973, then rose in 1974 and was 101,605 in 1975. One reason for the flat trend is that much mileage of block signaling is converted to traffic control signaling. Several railroads, during this 1972-1975 period, replaced double-track automatic block signaling with single-track centralized traffic control. When doing so, some of the second main track was left in place for sidings. Thus, there was a slight change in total block signal and traffic control system mileage, while the action was really in shifting from the category of block signaling to traffic control systems.

During this same period of false-proceed signal failures, the number of interlockings has been steadily increasing, from 14,137 in 1972 to 14,410 in 1975.

So, generally speaking, while the amount of signaling in service has been increasing over the 1972-1975 period, the amount of false-proceed failures had declined. Good maintenance is the prime reason. Also, new equipment can be attributed to some of this good performance.

The two leading causes of false-proceed failures were defective circuits and defective equipment. During this period, 166 failures were caused by circuits open, crossed or grounded or due to foreign current. Also, 151 failures were caused by broken or defective apparatus, or apparatus out of adjustment.

The next two categories in causing false-proceed failures were vandalism (87) and errors in making a connection or adjustment (76). Vandalism, as such, has been treated separately only in the 1974 and 1975 data. Previously it was covered by the broken or defective equipment category. Vandalism did show a decrease from 66 in 1974 to 21 in 1975. Part of the explanation is due to increased policing of terminal areas by railroad and public law enforcement officers. Also, the decline in passenger service brought about some reduction in interlocking and other signal facilities in cities and other urban areas.

Many variables go into why failures fluctuate as they do. For example, the following come to mind that can affect false-proceed failure rates:

— Weather including snow, ice, sleet, rain, lightning, etc.

— Reduced earnings of the railroad, resulting in stretching maintainers' territories, or in reducing shop forces. The latter could result in a smaller reserve supply of properly operating or adjusted equipment.

— Derailments damaging equipment and the rush to return the line and signal equpment to normal operation results in hastily-made or temporary connections.

— Changing traffic patterns cause some lines to handle increasing train traffic, while others have much reduced or little traffic. Result is a signal system overworked on some lines, and practically idle on others. Infrequent usage may contribute to idea that prompt repair and maintenance is not so essential, hence failures are not detected promptly or corrected promptly.

Other information received from the Federal Railroad Administration, although not directly related to this aspect of signal maintenance, concerns claims based upon alleged violations of the Signal Inspection Act (49 USC 26), otherwise known as Signal Rules, Standards & Instructions or Signal RS&I. Data available is for the period July 1, 1975 through September 30, 1976. The table reveals a considerable difference between the initial dollar value of claims demanded and the final settlement figure. A major reason is that the initial figure (POCA) is the amount set by FRA based upon the violations cited. However, the task in many cases of actually collecting this amount would cost more than the difference between the initial claim amount and that finally realized upon settlement. The provable collectable amount (PRCA) is a realistic estimate of what could be collected after going to court and proving the case, Thus, in most instances, FRA will confer with the carrier and between them they will determine the settlement amount.

The number of claims terminated is a result of conferences between carriers and FRA. The 633 claims concerning the Chicago & Western Indiana resulted from track changes made by the carrier. After an FRA-C&WI conference, it was determined that the claims were not valid and they were terminated.

While in some instances, it appears that the settlement dollar value is "trivial and a slap on the wrist" to the carrier, it does have the affect of reminding carriers that these fines are for violations of the Signal RS&I. At least there is an effort to make the lesson clear to the carriers—violations do cost money.

Tables with data as discussed above are on the next two pages.

Causes	1975	1974	1973	1972	Total
Circuits (c)	42	35	57	32	166
Defective (d)	32	33	50	36	151
Errors (e)	25	11	23	17	76
Failure (f)	7	1	14	3	25
Obstruction (o)	—	—	4	—	4
Relay (r)	4	19	14	4	41
Sand (s)	—	1	5	1	7
Undetermined (u)	11	—	6	8	25
Vandalism (v)	21	66	—	—	87
Total	142	166	173	101	582

Causes of false proceed failures 1972-1975

c= circuits open, crossed or grounded, foreign current, etc.
d= apparatus broken, defective or out of adjustment, vandalism.
e= errors in making a connection or adjustments.
f= failure of apparatus due to ice, sleet, snow, wet track, weather or lightning.
o= failure of apparatus due to obstruction.
r= failure of relays and similar devices.
s= sand, rust or other deposits on rails.
u= undetermined.
v= vandalism.

Railroad	No. of Claims	Terminated	POCA $	PRCA $	Settled $
AT&SF	3	—	300	—	175
CNJ	378	10	47,800	36,500	10,350
C&NW	805	—	80,500	—	26,530
C&WI	633	633	63,300	0	0
D&RGW	4	—	400	—	400
GH&H	12	—	1,200	—	1,200
HB&T	9	—	900	—	900
ICG	108	18	10,800	3,000	6,580
KCS-L&A	7	—	700	—	525
LI	4	—	400	—	400
L&N	2	—	200	Settled with Locomotive Insp. violations	
MKT	9	—	900	—	875
MP	66	—	6,600	Settled with Safety Appliance & Hours of Service violations	
New Orleans PB	2	—	200	—	200
N&W	155	140	15,500	1,500	1,500
Penn Cent.	191	22	19,150	400	10,300
Reading	229	—	22,900	—	10,500
Rock Island	12	—	1,200	—	840
STL-SF	199	—	19,900	—	8,488
UP	324	128	32,400	14,700	11,000
Total	3,152	951	325,250	56,100	90,763

Signal Inspection Act claims July 1, 1975 through Sept. 30, 1976

Claims table is to the left.

LEGEND

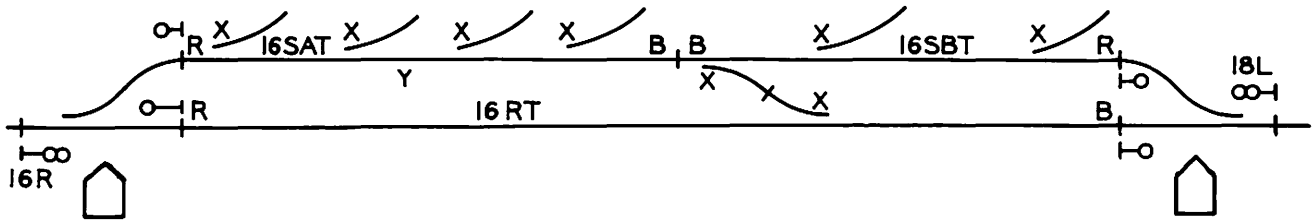
POCA= Potential Collectable Amount. This is the Amount contained in our original demand letter to carrier.

PRCA= Provable Collectable Amount. This is the maximum statutory penalty that could be assessed after the amount for claims terminated is subtracted from the Potential Collectable Amount. This figure reflects the amount FRA could realistically expect to collect if the matter were litigated. It is based upon evidence not available to FRA at the time of the original demand (POCA).

Railroad	1975	1974	1973	1972	Total
Ark. & Memphis Br.	—	—	—	1c	1
AT&SF	1c, 4d, 7e, 2v, 2u	1c, 2e, 4v	2c, 3d, 3e, 1f	1c, 3d, 3e	39
A&WP	—	—	1c, 1f	—	2
B&O-C&O-B&OCT	—	—	—	1d, 1s, 1u	3
B&O-C&O	—	2v	3c, 2d, 1e, 1f, 1r, 1s	—	11
B&OCT	—	1v	1c	—	2
B&M	1c, 1r	1c, 3v	1c, 2d, 1e	1c	11
BN	4c, 2d, 1e, 4f, 1r, 3v, 1u	4c, 9d, 3r, 1s, 5v	1c, 2d, 1e, 3f, 1s, 2u	4c, 5d, 2r	59
CNJ	—	—	—	1c, 1d, 1e	3
C&EI	—	1v	1e	—	2
C&NW	5c, 2d, 2e	8c, 6d, 1r, 6v	7c, 5d, 1e, 1r	3c, 3d, 2u	52
C&WI	—	1v	1c, 2f	—	4
CMSTP&P	1e	2r, 3v	1c, 1d, 2f, 2r, 1s	1c, 1u	15
CRI&P	6c, 4d, 4e, 1f, 1v	1v	5c, 3d, 1e	2c, 1d	29
D&H	—	1v	1c	—	2
D&RGW	—	1d	—	—	1
DT&I	—	1v	—	—	1
EJ&E	—	1v	1d	—	2
EL	1c, 1u, 4v	1r, 3v	2d	1d	13
FEC	—	2c	1c, 1d	—	4
FW&D	—	—	1e	—	1
GTW	1c	1c, 1d	1c, 1d	—	5
HB&T	—	—	1d	—	1
ICG	7c, 1d, 2e, 1v	2c, 3r, 3v	4c, 7d, 1r	4c, 3d, 1r	39
JCL	1d	3v	2r, 1e	—	7
KCS	1c, 2d, 1v	1d	1d	—	6
KCT	—	1c	1s	1d	3
LV	1u, 2v	1v	1d	1d	6
LI	1c, 2d, 2e	1v	1c, 1d, 1e, 1r	1d, 2e	13
L&N	1d, 2e, 1f, 1u	1c, 1d	1c, 1d, 1o	2c, 3d, 1e, 1u	17
MKT	1d	1c, 1d, 1r, 1v	2c, 1d, 1o	—	9
MP-T&P	2c, 2d, 1r	1c, 4d, 1r, 2v	1c, 2d, 1r	1d, 1u	19
New Orleans P.B.	—	—	—	1d	1
N&W	3d, 1f	2c, 5d, 3r, 5v	2c, 5d, 2e, 1f, 2r	4c, 3d	38
PATH	—	—	2c, 1e, 1f, 1r	1e	6
Penn Central	3d, 2e, 1u, 2v	2c, 2d, 5v	2c, 4d, 2e, 1f	2e, 3f, 1r	32
Reading	3c, 1d, 3v	5v	1c	3c, 3d, 2u	21
STL-SF	2c, 2d	2c, 2d, 2e, 2v	2c, 2d, 2e, 1o, 1s, 1u	2c,1e	24
SCL	3c, 1d, 2u	2c, 2e, 1r	5c, 1d, 2e, 1r	2d, 2e	24
Soo	1c, 1e, 1v	3c, 2e, 1v	1c	2c, 1d	13
Southern	2c, 1e, 1u, 1v	1r, 1v	4c, 1o, 1r, 1u	1c, 1d, 1e	17
SP	1c, 1r, 1u	1c, 2e, 1f, 2r, 2v	1c, 2e, 1f	2e	17
Staten Is. RT	—	—	2c	—	2
UP	—	1e	—	—	1
WM	—	1v	—	—	1
WP	—	—	1u	1e	2
W Ry Ala	—	—	1u	—	1
Total	142	166	173	101	582

Tale of the Rails:

Always be alert



By Paul Brannen

The following story is an account of a trouble shooting job which illustrates some do's and don't's in the fine art of railway signal trouble shooting.

In the Spring of 1945 I was in Arkansas, aiding railroad signal forces who were installing a new stretch of CTC which I had designed back at Swissvale. Two of the road's signal inspectors and myself were making circuit tests and placing track circuits in service.

Arriving at the North end of one of the controlled sidings, which we can call "Baker", we closed the terminal links for the siding track relay, and it did not pick up. The voltage measured across the relay coils, and also across the rails, was zero. This track circuit, designated as 16SAT in the accompanying drawing, was about three quarters of a mile long, extending to a battery-feed cut section location at a non-interlocked crossover between the siding and the main track, in turn located about halfway between the ends of Baker siding, as can be seen from the drawing. As I recall, there were four industrial spurs off the siding, each with a switch box and fouling section as shown.

We walked the siding track from the North end to the cut section location, checking track voltage, bonding, switch boxes and fouling jumpers as we went. The track voltage readings were at or near zero, throughout the length of the section, only very low readings being noted near the feed end of the circuit. The switch box wiring and contact adjustment, bond wires and fouling jumpers were all OK as far as could be determined by visual checking.

When we arrived at the cut section, we measured the current being supplied to the track circuit, and it was abnormally high. When one of the feed connections to the rails was opened, the current dropped to zero. In view of all of these factors, it was rather obvious that a relatively low resistance short circuit was present somewhere in the track circuit. The next problem was to find it with a minimum of time and effort.

Evaluating the situation at this point, we noted the following facts. There was a low resistance short circuit on the track circuit. Visual inspection had shown nothing which would cause such a short circuit, that is switch box wiring and contact adjustments were O.K. There were no contacts between the fouling wires and the rails, etc. We concluded that one of the insulated joints in the turnout rails was broken down. But there were four such turnouts. Where should we start?

At this point I suggested that we apply the old slogan which has been attributed to Julius Caesar, "Divide and Conquer". He was talking about military campaigns, of course, but I had reference to shooting trouble in a signal system.

Basically, the "Divide and Conquer" philosophy applied to trouble shooting says that in a system of any sort, which is in trouble, divide the system into smaller and smaller parts and look for the trouble in these parts one after the other rather than attacking the problem haphazardly as a whole.

Accordingly, since we had no reason to suspect one turnout more than any other, an equi-probability situation existed and we decided to divide the problem in half by cutting the track circuit at a half way point, that is, between the second and third turnouts.

At point "Y" on the diagram, we dissembled one of the rail joints and removed the bond wire, thus effectively cutting the track circuit in half. Track voltage was measured, and on the section nearest the battery, the voltage was present and normal, and zero on the section connected to the relay. This showed that the short circuit was somewhere in the section closest to the relay. As a double check, we connected the meter, set to read current, across the open joint, and read the abnormal current previously noted.

Thus the short circuit had now been pinpointed to the section of track nearest the relay, narrowing the search to two turnouts rather than four. Since there was no reason to choose one of the remaining two turnouts over the other, we chose the turnout nearest the temporary cut (incidentally the nearest walking distance) as the next item to be ex-

amined, and then began to reassemble the cut joint.

At this point there was an interruption to our trouble shooting endeavors. We had not paid too much attention to traffic going by on the main track, and thus we were startled and dismayed to see that a southbound train had stopped at the North end of Baker, for the very obvious reason that it was going to take the siding for a meet or pass. Need I say that we proceeded to break the world's record for getting that joint back together. We got it together quickly enough that we did not delay the train but it was on its way down the siding before we finished and we had to respond to a few whistle inquiries, plus some disdainful looks from the engine crew as they passed.

After the train left the siding, we opened the insulated joint in the closure rail of the turnout we had picked. It showed that the joint had been incorrectly assembled including the inclusion of a track washer in an improper location, having the net effect of very severely shorting the track circuit.

Removal of the washer was followed by a proper reassembly of the insulated joint. As might be expected, track circuit voltages and currents now measured within limits, and upon return to the North end of the siding, the siding track relay was found to be working properly.

This story illustrates the application of the "Divide and Conquer" philosophy of trouble shooting. It also shows that under any circumstances, the safety of train movements should be uppermost. We should certainly have checked with the dispatcher before opening the track, and provided flag protection if needed. It would have avoided an embarrassing situation, to say the least.

voting in all cases, the unreturned ballots of eligible voters shall not be recorded."

Section 178 first paragraph:

"Any member who has been dropped from membership in this Brotherhood for failure to pay dues and/or assessments, may make application upon forms prescribed for reinstatement to membership but only when payment of a reinstatement fee of not less than an amount equal to six (6) months dues, of which $20.00 will go to Grand Lodge as membership fee as stated in Article 1 Sec. 177, the rest being retained at the Local, plus current quarters dues and any unpaid assessments accompanying the application."

ARTICLE III

Section 27 last sentence:

"After a controversy has been referred to any such tribunal, board or committee or to mediation, conciliation or arbitration, no General Committee shall make any settlement disposing of the controversy without the approval of a majority of the members involved.

Section 28:

"No General Committee shall make any agreement or contract, or any revision of an existing agreement or contract, covering wages, hours of service, or working conditions without such agreement or contract being approved by a majority vote of the members involved. When an officer or other official designated representative of Grand Lodge has been assigned or has been requested to work with any Local Grievance Committee or Committee in handling any dispute or controversy with an employer, no settlement shall be made without the approval of a majority of members involved."

The above proposals were voted upon at the March 18, 1977 meeting in Detroit, MI by Jackson City Lodge No. 28. Submitted by D. A. Krause, recording and financial secretary.

The following proposal was submitted by Carrollton Lodge No. 20 and is published as required by Section 147 of Article I of the BofRS Constitution.

Request that Article I, Section 76 of the BofRS Constitution be amended as follows:

"Notices to be served on a national basis in the United States must be approved in writing by a majority of the General Chairmen affected before any such notice may be served. At least ninety (90) days prior to the formation of any such notice, the President of the Brotherhood will request from each Subordinate Lodge a priority list of what its members desire to have listed in the notice and this information will be used to assist in the formation of any such notice.

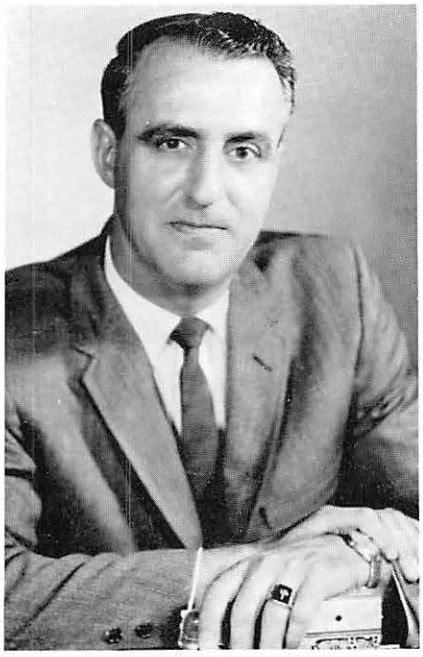
"Tentative agreement reached on national notices shall not be signed for the Brotherhood until such tentative agreement has been ratified in writing by a majority of the affected members who cast their vote. This shall be accomplished by the President of the Brotherhood mailing to each affected member a ballot and a copy of the tentative agreement which will show the date both were mailed. Each affected member, desiring to vote, will record his vote for or against ratification and return the ballot to the President of the Brotherhood within twenty (20) days of the mailing date.

"National concerted movements involving health and welfare, pensions, and sick leave matters, in which other crafts are involved, and matters where, as a result of the laws of the land, union and management are compelled on a national basis to make changes in labor agreements, are excepted from the provisions of Section 76."

At a regular meeting of Carrollton Lodge No. 20 held April 16, 1977 at Ft. Madison, IA, a majority of the members present voted in favor of submitting the above amendment to the Constitution.

Personal Aids and News

Railroad Retirement Board news from R. T. Bates, secretary-treasurer, BofRS



Railroad retirement annuitants, like social security beneficiaries, will receive cost-of-living increases in their monthly benefits beginning with their July 1 checks.

The following questions and answers explain how this annuity increase is applied and how it is being paid.

(1) How is the cost-of-living increase figured for retired employees and their spouses?

There will be two separate types of cost-of-living increases computed in each employee and spouse annuity.

A 5.9% increase, the same percentage cost-of-living increase social security beneficiaries receive, will be made in the tier I portion of employee and spouse retirement annuities. The first tier of retirement annuities, which is computed using a formula similar to the social security benefit formula but based on combined railroad and social security earnings, is automatically increased after specified rises in the Consumer Price Index. The Consumer Price Index rose by 5.9% from the first quarter of 1976 through the first quarter of 1977, which is the measuring period for the 1977 benefit increase.

A separate 1.9% increase will be made in certain tier II components for retired employees and in the entire tier II amount for spouse annuitants. The tier II increase is equal to 32.5% of the rise in the Consumer Price Index from the first quarter of 1976 through the first quarter of 1977. The July 1 increase in the second tier is the first of a total of four such annual increases provided under the 1974 Railroad Retirement Act.

(2) How about retired employees and spouses receiving both railroad retirement and social security benefits? Do they receive duplicate increases?

No. The tier I railroad retirement increase is reduced by the increase in the annuitant's social security benefit. Thus, it is possible for a dual beneficiary to receive no cost-of-living increase or, in a very few cases, an actual decrease in his or her railroad retirement annuity. This would happen only when the increase in the social security benefit is equal to or greater than the cost-of-living increase in the tier I amount. However, the tier II increase is not affected by entitlement to social security benefits and would be payable in any case.

(3) Will widows and other survivor annuitants receive a cost-of-living increase in their July 1 checks?

Yes, and with some exceptions, survivor annuitants not also receiving social security benefits will receive a 5.9% increase in both tiers of their annuities.

Both tiers of survivor annuities are geared to what is payable under social security. Survivor annuitants receive at least 30% more than they would receive under social security.

The first tier of survivor annuities is, in effect, equal to the amount that would be payable under social security based on the employee's combined railroad and social security earnings. Since the second tier of a survivor annuity is equal to 30% of the tier I amount, a cost-of-living increase in the tier I portion is automatically reflected in the tier II portion at the same time and at the same rate as the tier I increase.

(4) Will widows who are receiving social security benefits receive duplicate increases in both their railroad retirement annuities and social security benefits?

No. The increase in the tier I por-

LISTEN
TO YOUR
BODY.
If something's going wrong, it'll tell you.
1. Change in bowel or bladder habits.
2. A sore that does not heal.
3. Unusual bleeding or discharge.
4. Thickening or lump in breast or elsewhere.
5. Indigestion or difficulty in swallowing.
6. Obvious change in wart or mole.
7. Nagging cough or hoarseness.
If you have a warning signal, see your doctor. If it's a false alarm, he'll tell you. If it isn't, you can give him time to help. Don't be afraid. It's what you don't know that can hurt you.
American Cancer Society

tion of their annuities is reduced by the increase in their social security benefit. In cases where the social security increase is equal to or greater than the increase in the tier I amount, only the tier II increase will be paid by the Board. The tier II portion of survivor annuities is not reduced for social security entitlement.

Certain additional annuity portions, which are payable over and above tiers I and II to preserve pre-1975 vested dual benefit rights, and are frozen at the time a survivor annuity begins, are not subject to these cost-of-living increases.

(5) When can an annuitant expect to receive this increase?

Most annuitants will receive their cost-of-living increase in their July 1 checks; the July 1 check represents their annuity payment for June.

The increases for some annuitants may be delayed but such increases will be paid, as soon as possible, retroactively to the effective date of the increase, so no benefits will be lost.

(6) Are the supplemental annuities paid by the Board also being increased?

No. These supplemental annuities are not affected by the cost-of-living increase.

(7) Will Medicare premiums which are deducted from railroad retirement and/or social security benefits increase on July 1?

Yes, the basic Medicare premium will increase by 50¢ from $7.20 to $7.70.

Shop for goods with the union label

There is a simple way each of us can demonstrate our loyalty to the trade union movement, and we can do it practically every day. Practice a little of that "eternal vigilance" when you're out shopping—be on the lookout for the Union Label, Shop Card, Store Card and Service Button on all the products you buy and the services you use.

Not all union-made products and union services display these emblems yet, but more do all the time. If something you are planning to buy isn't wearing its Union Label yet, ask about it. And what about the product or service you make or offer? Can your fellow union consumers find your Union Label yet?

It's a good feeling to know that when you buy union your union-earned dollars are going to pay wages for other working Americans like you, instead of into the pockets of those who exploit low wage countries at the expense of the well-being of the economy of their own country, purposely to avoid having to pay decent wages to union working people like you.

The saying goes, "If you're not part of the solution, you're part of the problem." You can be part of the answer to the unemployment and economic problems our country faces today by doing your part to keep your fellow Americans working.

It's not enough to just be union—you've got to buy union, buy American if you want to stay union and keep on enjoying what you've got today. It's a fact.

"I Smell Smoke"—a story with a vital lesson

It is half past three in the morning. John Doe is asleep on the upper floor of his suburban home. Doe ordinarily sleeps well; and tonight especially he has lost no time in sinking into a deep slumber, because he was tired after a heavy day and a long evening of playing cards with friends.

Even so, he seems restless; and at an hour when he should be totally oblivious to ordinary night-time annoyances, he is partially aroused. Half awake, he starts into the darkness, but sees nothing. He hears nothing. He mumbles thickly to himself, takes a deep sleepy breath before turning over, then sits up in bed with a jerk.

Smoke! He sniffs. It is smoke. Snapped out of unconsciousness, he is now fully awake. He leaps out of bed and in two jumps is across the floor. He yanks open the bedroom door. Poof! Mr. Doe is dead!

What happened? Well, the late Mr. Doe simply did what thousands of others have done before him with the same result. He inhaled a lungful of air heated to a temperature of around 1000 degrees and growing hotter by the second. Although the fire that heated the air was still downstairs, it killed him.

That blaze started downstairs from defective wiring, a forgotten cigarette, or whatever, and gathered headway undetected. Carpets, drapes, and furnishings

(Please turn to next page)

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Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

I HAD CANCER AND I LIVED.

Marvella Bayh

I have had breast cancer and a mastectomy to cure it. But it didn't change my life—or my femininity. Of course, right after surgery, I was discouraged. But then I received a visit from an American Cancer Society volunteer. She gave me a ball and a rope. And she showed me how to use them to strengthen my arm. She gave me information about breast forms and how to fit my clothes. Then she told me that she, too, had had a mastectomy. That's when she gave me faith. I knew then, if other women could do it, so could I. And I did.

If you know a cancer patient who needs help, call your unit of the American Cancer Society. We can give people information and counseling on all kinds of cancer. We can also give them hope. I know. Because I had cancer and lived.

American Cancer Society.®

Call us for help.

PA&N Cont'd.

provided flash fuel generating volumes of smoke and heat.

The heat, smoke, and toxic gases rose rapidly along the ceiling, up the stairwell, and into the upstairs hall. Right then Doe came into the picture. He pulled open his bedroom door. The withering brew whipped through this welcome vent like a bolt of lightning.

This sounds gruesome and unreal, but it causes more fire deaths than any other single thing. John Doe's fatal mistake was in opening a HOT DOOR. If there's enough heat on the other side to heat a door panel all the way through, there's enough to fell you in your tracks.

Doe should have felt high up on the door panel with the palm of his hand BEFORE opening the door. Finding it hot to the touch, he should have left it closed tight and gone to the window to make his escape or to yell for help.

The National Safety Council suggests the following precautions:

1. Give your house a thorough safety check. Remove any combustibles that should not be there. Always check for smoldering cigarettes before retiring for the night.

2. Develop an escape plan and have the entire family practice it. Use a police whistle or some other unmistakable warning device. Provide chain ladders for second floor windows. Be sure each family member knows how she or he is going to get out and where the family is going to meet outside. Never let anyone go back into a burning house for any reason.

3. Obtain modern smoke detectors. Install these inexpensive devices above the furnace, in stairwells, and on hall ceilings, anywhere heat and smoke would be first to go. The instant a detector senses heat or smoke, it its out a piercing alarm noise guaranteed to wake the soundest sleeper. This will give you precious minutes to activate your escape plan before the heat and smoke become deadly.

The above story is from C. R. MacDonald, safety administrator, Union Railroad, and reprinted in AAR's Safety Talk of February 1977.

Court rules on husbands' and widowers' benefits

As a result of a recent Supreme Court decision, *Railroad Retirement Board* vs. *Kalina*, about 12,000 husbands and 3,000 widowers of retired and deceased female railroad employees are now eligible to begin receiving railroad retirement spouse and widowers' annuities. An estimated 1,000 husbands and widowers will qualify each year in the future. The Supreme court decision ruled as unconstitutional a provision of the Railroad Retirement Act requiring that husbands or widowers prove financial dependency on their wives in order to qualify for benefits based on their wives' railroad retirement credits; no such proof of dependency was required of female spouses and widows of male railroad employees. The Supreme Court recently made a similar decision regarding social security spouse and widowers' benefits.

Males who are already entitled to either a railroad retirement annuity or social security benefit based on their own earnings and, because of the Supreme Court decision, now qualify for a spouse or widower's benefit will generally receive only a small additional amount of benefits or, in some cases, no increase at all. Because dual benefit reductions for social security benefits apply only to a portion of railroad retirement annuities, males married to female railroad employees will be eligible to

(Please turn to page 33)

two different offenses, resulting from a single act. This section remains as proposed.

SUBPART B—RADIO PROCEDURES

Section 220.21. This section prescribes filing requirements for railroads using or intending to use radio communications in connection with their operations. Under this subpart, each railroad is required to adopt rules which conform with the minimum standards prescribed herein and to submit them to the Federal Railroad Administrator at least 30 days before implementation. Each amendment to these rules must be filed within thirty days after it is issued. One commenter suggested that this section be revised to require the filing of amendments thirty days prior to implementation. FRA believes that a thirty day advance filing requirement for amendments would have an unnecessarily restrictive affect upon the use of radio. These rules, which constitute the initial step in the regulation of a technical and expanding subject area, do not provide guidelines for all the exigencies which may occur in the course of using radio to conduct railroad operations. Occasions may arise where the expeditious amendment of the radio operating rules of a railroad may be needed to provide for unanticipated situations. These filing requirements will give railroads the necessary degree of flexibility to effectively manage in such situations. However, as stated before, any amendments adopted by a railroad must be as stringent as the standards prescribed in this part. In addition, individual railroads will be expected to exercise prudent judgment in amending their radio rules.

Another commenter favored eliminating the filing requirements since railroads are currently required to file their operating rules under 49 CFR Part 217. FRA believes that these new procedures, which are unique to radio-train operations, require detailed attention. The separate filing of radio rules will enable both railroads and the FRA to focus their attention on problems peculiar to these new operations. Accordingly, FRA has decided to retain these filing requirements. This section remains as proposed.

Section 220.23. This section requires railroads using radio in connection with their operations to publish information concerning the locations and hours of operation of their stations. One commenter suggested that FRA require railroads to publish this information in their timetables. FRA feels this is not necessary. The manner of publication should be left to the discretion of the railroads. However, all employees required to use radio in connection with train operations must be provided with a copy of the publication that is used.

One commenter noted that FCC regulations define a "base station" as "a land station in the land mobile service carrying on a service with land mobile stations" (47 CFR 93.7). This commenter pointed out that under this definition it was possible for a base station to be no more than the site of a transmitter and therefore unmanned. This would also be true for wayside stations. The commenter also stated that a literal interpretation of the last sentence of this section would result in the publication of a list of base and wayside stations that were never attended, but were functional because their "control points" were attended. It was suggested that the term "control point," which is defined in the FCC regulations as "an operational station which is used to control the emissions or operations of another station * * *" be used in lieu of the term "base and wayside stations." FRA believes that the use of the term "control point," in these rules, would cause confusion because it does not have a commonly recognized meaning in the railroad industry. A number of railroads use the term in lieu of station names to designate specific locations for the issuing of written orders, while others use it to designate remote control signal installations at outlying points. The terms "base" and "wayside" were chosen because they have commonly understood meanings in the railroad industry, even though those meanings may not be in accord with FCC definitions. On those railroads utilizing radio, a "base" station is generally understood to be the main receiving and transmitting terminal where the train dispatcher's office is located. The term "wayside" station is commonly understood as indicating an intermediate station between terminals. Thus, a dispatcher in a base station can code into his phone circuit a number of intermediate wayside radio installations to increase the range of his set to reach trains that are out of the range of his base station, but which are within the reception range of a wayside station. Based on the foregoing, FRA believes that the proposed terminology is more suitable for the railroad industry.

Another commenter thought that in publishing information concerning the hours of operation of base and wayside stations, railroads should only be required to indicate when they are "usually attended or in operation" as opposed to when they are in fact "attended or in operation." FRA believes that the use of the suggested language would present a safety hazard because it may cause unwarranted reliance upon a station being in operation. This section remains as proposed.

Section 220.25. This section requires those rail-

roads using radio to educate and instruct their employees in the proper use of radio. This section remains as proposed.

Section 220.27. This section prescribes procedures to be employed for the identification of those receiving and transmitting communications by radio. One commenter felt the use of short identification tags should be permitted after initial transmissions. The language of paragraph (a) (1) permits the use of "an abbreviated name or initial letters" when identifying the railroad. In addition, paragraph (a) (2) permits the use of a "unique designation" when identifying a station. FRA believes that those provisions give sufficient latitude to permit the shortening of transmissions without resorting to the casual use of name tags, which do not provide adequate identification.

Two commenters felt that the requirements of paragraphs (a) (2) and (a) (3) were redundant and time consuming since both would result in the transmission of information concerning the location of stations. It was suggested that this section be revised to require compliance with either subparagraph, but not both. The location of a station is extremely important for identification purposes. Since most stations are designated by location, compliance with paragraph (a) (2) will usually satisfy the requirements of (a) (3). Paragraph (a) (3) provides for those cases where the name of a station does not indicate its location. FRA believes that safety will be enhanced by requiring compliance with the provisions of both subparagraphs. This section remains as proposed.

Section 220.29. This section prescribes minimum requirements for maintaining clarity and understanding when pronouncing letters and numbers during radio transmissions. Several commenters raised questions concerning the use of the phonetic alphabet in Appendix A. Paragraph (a) requires the use of a phonetic alphabet when pronouncing letters or numbers during radio transmissions. The phonetic alphabet in Appendix A is only recommended; therefore, any railroad presently using a different phonetic alphabet may continue to do so.

One commenter suggested that paragraph (a) be revised to begin with the phrase "If necessary for clarity", to eliminate the need for using the phonetic alphabet for terms such as "a.m." (ante meridiem) or "p.m." (post meridiem). FRA concurs with this suggestion and the language of this section has been revised accordingly.

Section 220.31. This section prescribes procedures for initiating radio transmissions. It is designed to ensure that a uniform and proper identification format is used. Since no comments were received regarding this section, it remains as proposed.

Section 220.33. This section prescribes the procedures for receiving transmissions. It provides a uniform format to ensure proper identification and repetition of messages. Several commenters felt that adherence to the requirements of this section would require the repetition of messages not involving railroad operations, such as transmissions between security forces, and lead to the overcrowding of channels. This section requires the repetition of all transmissions involving railroad operations to ensure safety. The exceptions contained in paragraph (c) are designed to eliminate the repetition of nonessential messages to avoid overcrowding channels. Thus, transmissions involving security forces and other personnel not involved in railroad operations are not subject to the rule. This section remains as proposed.

Section 220.35. This section prescribes procedures for terminating transmissions. The only comment received regarding this section suggested changes in the language of paragraphs (a) and (b), so that they would conform with more general provisions in the FCC regulations. This section is designed to ensure reception of the entire contents of messages before the termination of transmissions. FRA believes that these paragraphs, as proposed, more precisely convey that intent. This section remains as proposed.

Section 220.37. This section requires railroads to test the functional quality of equipment used for radio transmissions or receptions in connection with railroad operations. One commenter requested a clarification of the term "found not to be functioning properly", located in paragraph (b). A radio is not functioning properly when it is not capable of either receiving or transmitting communications clearly because of a mechanical malfunction or the deterioration of its power source. When a radio is used at a location which is within its normal operating range and the quality of its receptions and transmissions is so impaired as to render them unreliable, or the radio is totally incapable of either receiving or transmitting, then that radio is not functioning properly and must be removed from service until repaired. There may be instances where interference or fluctuation are encountered when a radio which is functioning properly is being used near or beyond the periphery of its normal operating range. In such instances the radio being used is not required to be removed from service. However, it should be noted that under § 220.45 of this part, any communications which are not fully understood or completed may not be acted upon and must be treated as if not sent.

One commenter felt that it would be impractical for the crews of multiple unit electric trains to comply with the provisions of paragraph (c), which

requires that all crew members be notified when a radio is removed from service. In order to effectuate the purposes of this rule, the crews of all trains within the scope of these regulations must comply with the provisions of paragraph (c).

Section 220.39. This section requires that radio equipment be maintained so that it will be ready to receive transmissions whenever the engine or caboose is manned. This section remains as proposed.

Section 220.41. This section prescribes the procedures to be followed in reporting the failure of an engine or caboose radio that occurs while enroute. Two commenters suggested that this section be revised to require the filing of a written report. This report, which would be submitted at the final terminal, would contain information identifying the point at which the failure was discovered. FRA believes that the regulation, as proposed, which requires that a radio failure be reported as soon as practicable, assures that radio failures will receive prompt attention. Individual railroads may adopt rules to require their employees to also file written reports, provided such rules are consistent with this part. This section remains as proposed.

Section 220.43. This section prohibits the use of radio communications in a manner inconsistent with the requirements of 49 CFR Part 220, the operating rules of individual railroads, and with FCC regulations. The proposed rule did not contain the reference to FCC regulations. Several commenters suggested that FRA also refer to the FCC regulations to avoid implying that this part preempted those regulations. These rules are not intended to preempt FCC regulations and to avoid that inference FRA has added language to that effect.

Language has also been added to this section to prohibit the use of citizen band radios in connection with railroad operations. The virtually unlimited public access to these radios has made their usage widespread. This usage presents serious problems because many users consistently fail to observe FCC identification procedures. In drafting these rules, FRA was careful to prescribe stringent identification procedures to ensure that employees using radio in connection with railroad operations properly identified themselves. FRA believes that the purposes of this part would be undermined if railroads were permitted to use citizen band radios, in that railroad employees, who must rely upon radio communications, would be subjected to serious safety hazards by unidentified and uncontrolled transmissions from public users.

Section 220.45. This section prohibits railroad employees from acting in response to radio communications unless those communications are understood or completed in accordance with the requirements of this part and the railroad's operating rules. Since no comments were received regarding this section, it remains as proposed.

Section 220.47. This section prescribes procedures governing emergency radio transmissions involving railroad operations. Two commenters suggested that the international distress call "May Day" be substituted for the word "emergency". FRA believes that the present language not only adequately conveys the intent of this section, but also is commonly used throughout the railroad industry. This section remains as proposed.

Section 220.49. This section prescribes guidelines for certain train movements made in response to radio communications. One commenter was uncertain whether this section was also applicable to operations on mainlines. It was noted that the title of this section, as proposed ("Yard movements, switching, backing"), implied that it was applicable only to switching and backing in yards. This confusion was compounded by the fact that the text of this section referred to switching, backing or pushing, and did not mention either yard movements or mainline operations. FRA intends this section to apply to switching, backing or pushing at all locations. To clarify this intent, the title of this section has been revised to read as follows: "Switching, backing or pushing". The text of this section remains as proposed. With this revision the title and the text of the section are in accord and the inference that the application of this section is limited to yard movements is eliminated.

One commenter felt that the word "and" should be substituted for "or" in the first sentence, to require both complete instructions and continuous radio contact. Continuous radio contact is necessary to maintain control of a switching, backing or pushing movement when instructions are incomplete. FRA believes that when complete instructions have been given for an entire movement, continuous radio contact is not necessary.

One commenter suggests that this section also require that radio equipped engines and cabooses be provided with portable radios, as auxiliary devices, to prevent a total loss of communication at a critical moment. Requiring railroads to equip each engine and caboose with a portable radio for emergency situations is unnecessary since the rule already requires the immediate cessation of movements when instructions are not understood or continuous radio contact is lost. FRA believes that the rule, as proposed, provides sufficient safeguards to assure safety when radio contact is lost.

Section 220.51. Paragraph (a) of this section restricts the use of radio in transmitting information concerning the position or aspect displayed by a fixed signal. This language is designed to pro-

hibit the use of radio to transmit information in advance concerning the aspect of a signal, when the train receiving this information has not arrived at that signal. The practice of predicting the aspect of a signal may cause unwarranted reliance and presents a substantial safety hazard. This paragraph proscribes such a practice.

Paragraph (b) allows the use of radio to convey instructions which would have the effect of overriding the indication of a fixed signal in automatic block territory, if permitted by the railroad's operating rules. Commenters were concerned whether under paragraph (b) railroads were permitted to use radio to authorize trains to move under less restrictive conditions than a signal indicates. They also inquired as to whether radio may be used to require trains to move under more restrictive conditions. In promulgating this rule, FRA was concerned with preventing the casual use of radio to override signal indications in automatic block signal territory. The provisions of paragraph (b) permit the use of radio to authorize trains to either proceed from an automatic block signal displaying a "stop" indication, or to stop at a signal displaying a "proceed" indication, if such action is taken in accordance with the procedures contained in the operating rules of the railroad. Radio merely serves as an alternate method of communication.

SUBPART C—TRAIN ORDERS

Section 220.61. This section prescribes procedures governing the use of radio to transmit train orders when authorized by the operating rules of the railroad. Several commenters felt that it was dangerous for crew members to attempt to receive train orders in moving engines. One of these commenters expressed apprehension regarding the clarity of reception in a moving engine because of the high noise levels. Another commenter was concerned with the difficulty of legibly copying train orders while in a moving engine. The language of paragraph (b) (2) requires the stopping of trains to receive train orders when it is deemed necessary by a conductor, engineer, or train dispatcher. In addition, the rule is structured around a system of "checks and balances", which requires that train orders be copied by the receiving crew member and repeated to the dispatcher for verification. FRA believes that adherence to these procedures will provide adequate protection against the possibility of misunderstanding train orders.

Paragraph (b) (3) of this section has been amended to require that all train orders be reduced to writing. FRA believes that all instructions which fall under the definition of train order, as used in this part, should be reduced to writing so that there will be a written record substantiating the content of a transmission, which can be referred to by crew members implementing those instructions. This revision is intended to eliminate the dangers inherent in requiring a crew member to rely on his recollection of the content of a train order.

As a result of comments received, two changes have been made in the wording of paragraph (b) (4). The first change is the elimination of the requirement that train orders be repeated in accordance with the railroad's operating rules, and the substitution of the requirement that train orders be immediately repeated in their entirety. This change is intended to prevent the use of abbreviated responses, such as the "X response", when an employee is called upon to repeat the contents of a train order.

The second change is the addition of the requirement that after the dispatcher has stated "complete", the employee copying the train order must then acknowledge by repeating "complete". FRA believes that the addition of this procedure will enhance safety by providing a uniform and more complete format for the termination of transmissions involving train orders.

One minor change has been made in the language of paragraph (b) (6). The term "or which" has been substituted for "and" in the first sentence to prohibit employees from acting upon train orders which have not been completed "or which" do not comply with the requirements of the railroad's operating rules. Failure to comply with either of these requirements may present a safety hazard and this change is intended to prevent the use of train orders which are not both complete and in compliance with the railroad's operating rules.

One commenter suggested that this entire section be eliminated because it repeats what is already contained in the operating book of rules of most carriers. FRA is cognizant of the fact that this section reiterates many procedures already utilized by many carriers. However, to establish uniform and standard procedures throughout the entire railroad industry, FRA has decided to retain the provisions of this section.

In consideration of the foregoing, Chapter II of Title 49 of the Code of Federal Regulations is amended by adding a new Part 220, Radio Standards and Procedures, to read as set forth below. These rules become effective August 1, 1977.

Issued in Washington, D.C., on January 19, 1977.

BRUCE M. FLOHR,
Deputy Administrator.

News About Members

Those attending the regular second quarter meeting of Local 141 Missouri Pacific (Texas & Pacific) in Fort Worth, TX are (front row, left to right): R. P. Patterson, recording secretary; R. W. Boyd, financial secretary; O. R. Pitts, local president; G. R. Jones, general chairman; W.D. Best, BofRS vice president; J. J. Morris, retiring general chairman; and J. E. Morris, retired former general chairman. Standing (left to right) are: Davis Estill; D. A. Carrizales; C. L. Lyons; D. A. Bart, trustee; A. C. Pair III; J. A. Boyd, trustee; B. G. Boyett, trustee; Paul Sumpter; B. P. Higgs; J. N. Baker; Jack Toller; J. W. LaCour, local chairman; and B. D. Wimmer.

NORFOLK & WESTERN: **M. W. Handley,** signal test foreman at Moberly, MO and a member of Wabash Lodge 55, retired Oct. 3, 1976.

SOUTHERN PACIFIC: **Earl J. DeWitt,** signal maintainer at Stockton, CA and a member of Oakland Lodge No. 92, has retired.

SOUTHERN: **W. W. Williams,** signal maintainer at Louisville, KY and a member of Miller Griffith Lodge No. 49, has retired.

NORFOLK & WESTERN: **A. T. Allen,** signal maintainer at Veedersburg, IN, and a member of Lodge No. 169, has retired.

SOUTHERN PACIFIC: **S. J. Carter, Jr.,** signalman, Houston, TX and member of Gulf Coast Lodge 99, has retired. **Charles V. Brown,** signalman, and **W. E. Crawford**, signal maintainer, both of Colton, CA have retired. **Harriston G. Owen,** signal maintainer, Reno, NV, has retired. Brothers Brown, Crawford and Owen are members of Los Angeles Lodge 104. **James A. Nichols**, signal maintainer, Winston, OR and member of Roseburg Lodge 152, has retired.

NORFOLK & WESTERN: **Richard J. Flugaur,** signalman at Decatur, IL and a member of Wabash Lodge No. 55 retired June 1, 1976. **Earl P. May,** signal maintainer at Oak Hill, WV and a member of Hanes Lodge No. 140, retired July 1, 1976.

BURLINGTON NORTHERN: **Donald M. Robbins,** signal maintainer at Sioux City, IA and a member of Great Northern Lodge No. 154, has retired.

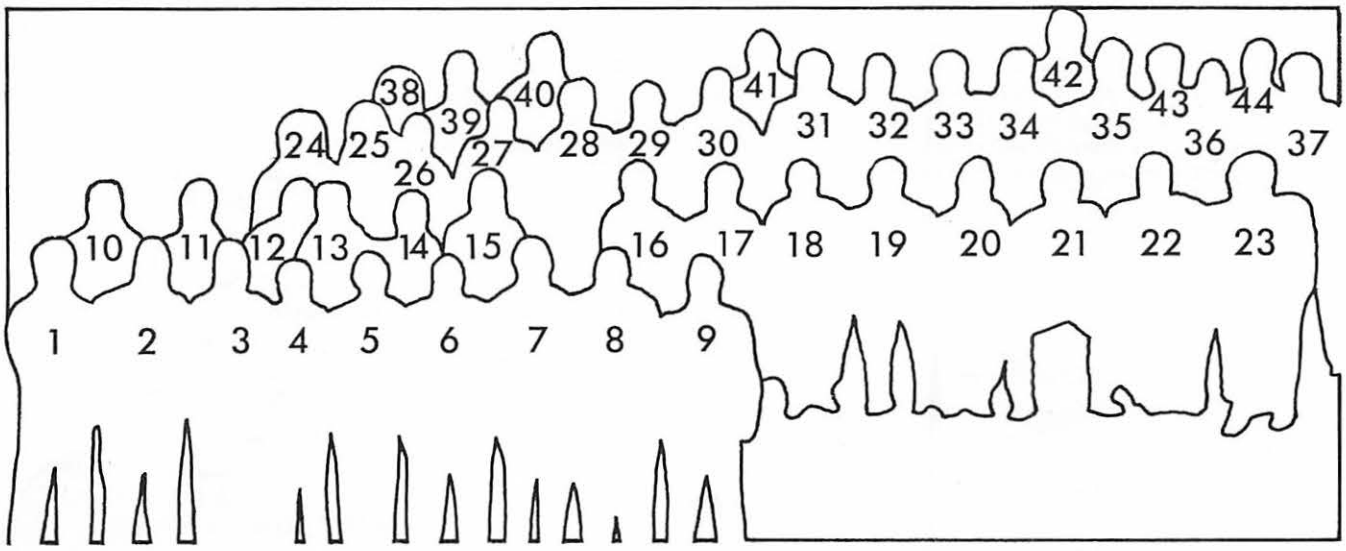
SEABOARD COAST LINE: **M. L. Johnson,** assistant signalman at Savannah, GA and **Robert V. Stone,** signal maintainer at Lane, SC, have retired. Brothers Johnson and Stone are members of Lodge No. 16.

MILWAUKEE ROAD: **Norman F. Ford,** signal maintainer at Janesville, WI and a member of Milwaukee Lodge No. 61, has retired. **John T. Keating,** signal maintainer at Ryegate, MT and a member of Avery Lodge No. 4, has retired.

UNION PACIFIC: **H. L. Johannes,** ctc maintainer at LaGrande, OR, has retired after 26 years of service. Brother Johannes is a member of Portland Lodge No. 155.

LOUISVILLE & NASHVILLE: **Charles E. Lennon,** signal maintainer at Williamsburg, KY and a member of Corbin Lodge No. 158, has retired.

BURLINGTON NORTHERN: Jewell C. Kitter, signal maintainer at Weldorado, TX on the Colorado & Southern and a member



of Lincoln Lodge No. 119, has retired. **A. J. Gilbert,** signal maintainer at Odessa, WA on the former Spokane, Portland & Seattle and a member of Vancouver Lodge No. 188, has retired. **Charles F. Fisher,** signal maintainer at Leavenworth, WA on the former Spokane Portland & Seattle and a member of Vancouver Lodge No. 188, has retired.

SEABOARD COAST LINE: **Frank B. Morrison,** signal inspector at Hawthorne, FL and **Walter L. Reynolds,** assistant signal maintainer at Ridgeland, SC have retired. Brothers Morrison and Reynolds are members of Lodge No. 16.

NORFOLK & WESTERN: **Charles H. Gilbert,** signal maintainer at Green Springs, OH and a member of Nickel Plate Lodge No. 166, has retired.

SOUTHERN PACIFIC: **Cecil B. Haggard,** signal maintainer at Tipton, CA and a member of Los Angeles Lodge No. 104, has retired.

SOUTHERN: **Clifford E. Miller,** signal maintainer at Pearl River, LA and a member of Miller-Griffith Lodge No. 49, has retired.

MISSOURI PACIFIC: **Sid Smith,** signal maintainer at Monroe, LA and a member of Missouri Lodge No. 72, has retired.

PENN CENTRAL: **J. A. O'Connor,** signal maintainer at Rensselaer, NY and a member of Albany Lodge 80, has retired. **B. A. Moore,** signal maintainer at Welland Port, Ontario and a member of St. Thomas Lodge 27, has retired. **A. L. Burdue,** signal maintainer at Vermilion, OH

"Faculty and students" at the BofRS seminar on the General Chairman and His Work held the last week in March at the George Meany Center for Labor Studies in Silver Spring, MD. Feature story was in the May issue of TSJ. Shown here are: (1) Dana Eischen, referee; (2) John E. Platt, BofRS vice president; (3) J. Sottile, general chairman, Long Island; (4) H. H. Parker, general chairman, Chesapeake & Ohio-Grand Trunk Western; (5) R. B. Flowers, general chairman, Louisville & Nashville; (6) W. P. Glavey, general chairman, ConRail-Reading; (7) L. T. Davis, general chairman, Milwaukee Road; (8) V. J. Sartini, general chairman, Norfolk & Western; (9) A. Cunningham, BofRS grand board of trustees member; (10) C. J. Chamberlain, president, BofRS; (11) G. A. Harrington, BofRS grand board of trustees, secretary; (12) J. A. Bush, general chairman, Bessemer & Lake Erie; (13) John E. Hansen, BofRS director of research; (14) C. T. Heitzman, general chairman, ConRail-Lehigh Valley; (15) C. R. Vaught, general chairman, Southern; (16) J. T. Bass, BofRS vice president; (17) K. D. Raney, general chairman, St. Louis Southwestern; (18) H. S. Gerth, general chairman, Chicago & North Western-Rock Island; (19) F. J. White, general chairman, Southern Pacific T&L Lines-Frisco-Katy; (20) W. B. Harwell, Jr., BofRS grand lodge representative; (21) W. W. Lauer, BofRS grand lodge representative; (22) R. R. Van Vacter, general chairman, Santa Fe-Kansas City Southern-Denver & Rio Grande Western; (23) W. W. Altus, Jr., BofRS vice president; (24) Russell Allen, deputy director, George Meany Center for Labor Studies; (25) H. W. Ahrens, assistant general chairman, ConRail; (26) R. J. Szprygada, assistant general chairman, ConRail; (27) A. W. Richards, general chairman, ConRail-New York, New Haven & Hartford; (28) R. T. Bates, BofRS secretary-treasurer; (29) J. W. Walsh, BofRS vice president; (30) W. A. Class, Jr., general chairman, Burlington Northern; (31) G. G. Gross, general chairman, Seaboard Coast Line; (32) W. D. Corn, general chairman, Missouri Pacific; (33) B. E. Britcher, general chairman, ConRail; (34) D. M. Helton, local chairman, Southern; (35) R. R. Mitchell, BofRS grand lodge representative; (36) W. D. Best, BofRS vice president; (37) G. R. Jones, financial secretary, Texas & Pacific; (38) M. B. Frye, BofRS vice president; (39) James Sherman, referee; (40) R. F. Richardson, assistant general chairman and general secretary-treasurer, Burlington Northern; (41) J. H. Roy, general secretary, ConRail-New York, New Haven & Hartford; (42) C. S. Chandler, BofRS vice president; (43) D. Murphy, general secretary, ConRail; and (44) V. Van Artsdalen, general chairman, Southern Pacific, Pacific Lines.

and a member of Toledo Lodge No. 10, has retired. **Kenneth Broderick,** signal maintainer at Batavia, NY and a member of Rochester Lodge No. 93, has retired.

WESTERN PACIFIC: **Lloyd W. Howard,** signal test foreman, at Hayward, CA and a member of Sacramento Lodge 179 has retired. The following members of Lodge 179 have received 30-year service pins from the railroad: **W. G. Herschler,** signal maintainer at Sacramento, CA; **L. R. Hall,** signalman at Portola, CA; and **W. D. Smith,** TCS maintainer at Elko, NV. **G. D. Gieber,** signal inspector at Wendover, UT has received a 20-year service pin. **D. H. Larsen,** TCS maintainer at Sacramento has received a 15-year service pin. The following have received 10-year service pins; **G. R. Madsen,** TCS maintainer at Burmester, UT; **K. R. Johnson,** TCS maintainer at Hayward, CA; and **D. B. Withrow,** TCS maintainer at Sacramento.

Painted turtles that live the year-round in the yard have a pond that is 2.5 ft. deep. Metal liner surrounding the pond prevents the turtles from digging their way out.

LI signalman raises turtles for hobby

The turtle lives 'twixt
plated decks
Which practically conceal its sex
I think it clever of the turtle
In such a fix to be so fertile
—Ogden Nash

Long Island Rail Road signalman Armand Krulish can certainly attest to the wisdom that is found in that sly bit of humor by Ogden Nash—for Armand Krulish raises turtles.

He, of anyone, is well aware of the turtle's adaptability as far as its continuing birth rate is concerned. Armand, and his 15-year-old son Wayne have become experts on the turtle—they have over fifty such creatures living in and about their Brentwood home—and have become avid collectors of these fascinating, hard-shelled, toothless-beaked reptiles.

"We have had a ringside seat at the life cycle of the turtle," Armand explained, "and have watched them from the moment of conception through birth, their daily life and until the day that they have died."

It has not been an uncommon practice for the entire Krulish family to stay up all hours of the night to watch a female turtle lay her eggs. "It's really something to see," Armand said, "for just before the female gives birth she searches around for the right spot, digs a deep hole there with her hind paws, then sits on the hole until all the eggs are laid." At birth, most turtles measure only one-half inch in diameter, and are the cutest things to see as they struggle to live during their first few moments on earth.

"It is easy to tell a female turtle from the male of the species," Armand continued, "for the female's top shell is generally higher and more rounded than the male's, and, her undershell is usually flatter than his. Too, the female is slightly smaller than the male." The male turtle, or tortoise, the words are almost interchangeable, has a flatter topshell and a rounder bottom.

The strong interest that has developed in the Krulish household for this type of pet began a few years back. The three Krulish children, like other youngsters of their age, were itching to have household pets. However, Armand's wife Ruth began itching herself when a number of dogs and cats were brought home. It developed that she was allergic to animal fur.

Thus, cats, dogs, and similar fur-clad animals were out.

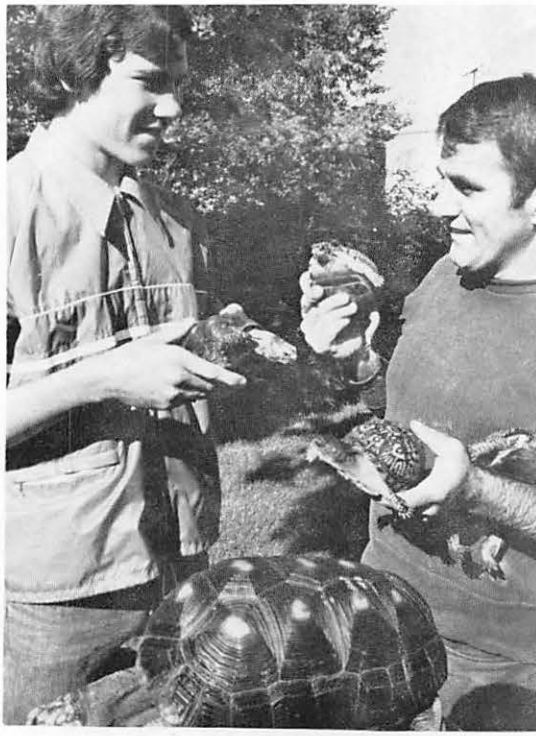
Armand turned to fish, but his daughter did not care for them. He finally brought home a small, green turtle of the kind that can be purchased in almost any pet shop or department store for a nominal fee.

When Armand's daughter grew tired of the turtle his son Wayne adopted it. So began the love-affair that has blossomed between father and son for the land, fresh-and salt-water creature whose soft body is encased in a hard shell and into which head, legs, and tail, can be withdrawn at the slightest provocation.

Today the Krulish turtles live either inside or outside the Krulish home. Inside, they live in tanks, outside in a specially-built, fence-enclosed pen that Armand put up for a two-fold purpose: to keep the turtles from wandering away and to keep neighborhood kids from raiding the turtle pen and stealing the turtles. Armand certainly does not want to suffer through a repeat of the type of incident that occurred not too long ago when he caught one of the neighborhood youths stealing the turtles.

The outside pen measures fifteen-by-eight feet. It contains a huge pit with a pond in which dwell a variety of the reptiles.

Sons Waye, 15 (left) and Ricky, 11 (right) with their father varnish the backs of shells removed from dead turtles. Shells come from diamond back tarpons, box turtles and a wood turtle.



Armand Krulish (right) and son, Wayne show some of their pet turtles. In the foreground is a South American tortoise that is about 35 years old. It is strictly a land creature and never goes into the water. If it ever rolled over on its back it would never be able to right itself. Others are western box turtles. Armand Krulish is a member of Aeriel Lodge No. 56.

At present, the Krulish family has about six different kinds of turtles—there are over one hundred types in existence. One of their most popular pets is a six-inch long musk turtle that Armand found a short while ago in Florida's Everglades.

"Usually the musk turtle gives off a foul-smelling odor," Armand said, 'but for some reason this one does not. As a result we're allowing him to stay with us."

The ten turtles that Armand has living in the house are kept in fifteen - and twenty - gallon tanks. Many of them come from southern climates, thus need warmer air to survive. Armand's African tortoises—tortoises live on land, turtles on water—would grow to almost unmanageable size if they were allowed to live outside. The inside tanks tend to stunt their growth.

At one time the family had a turtle that measured eighteen-inches across. It was the oldest one they had, and when it died it was approximately fifty years' old—considered to be a youngster in turtle circles.

They also have a number of snapping turtles and one, about the size of a desk telephone, is exceptionally nasty, according to Armand.

"He is a mean one, and most water turtles are nasty. This temperatment comes from the environment in which they live, for in order to survive they must fight viciously for food, and to stay alive."

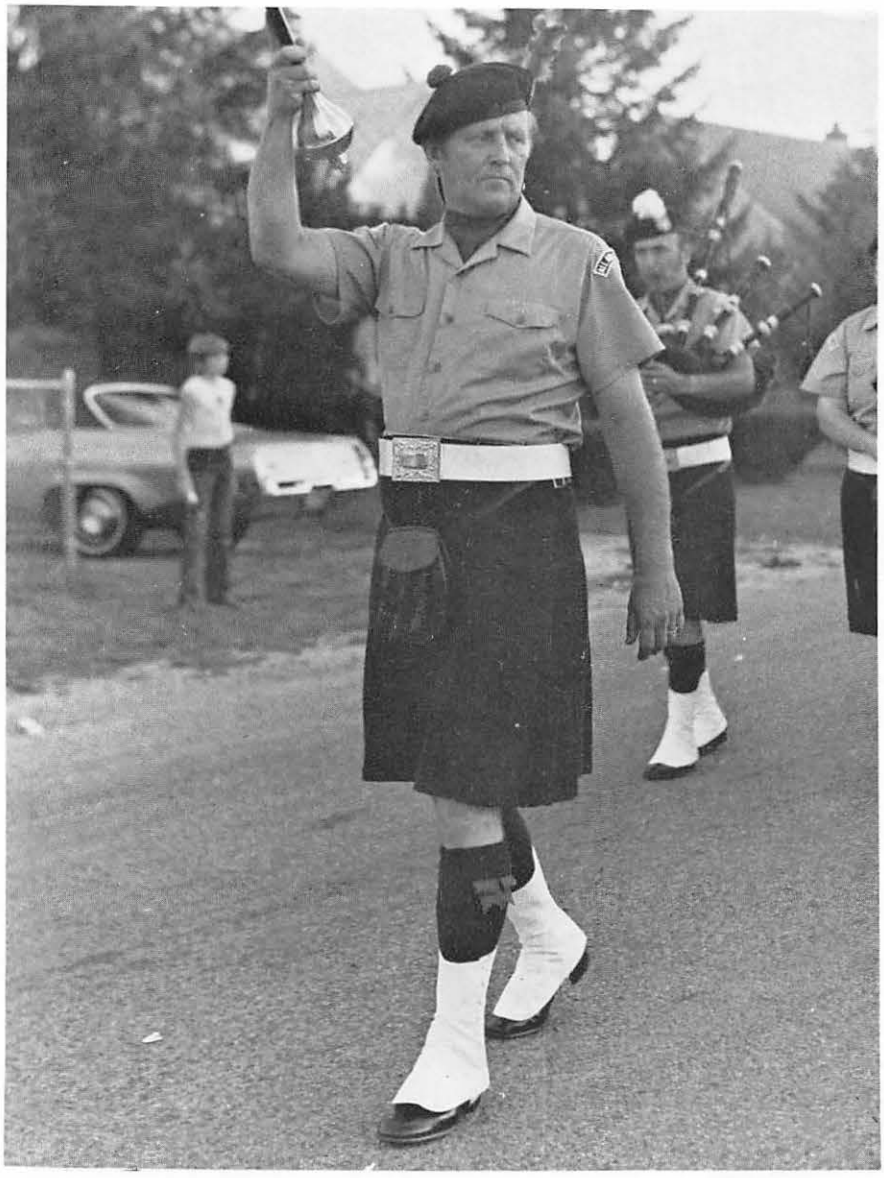
It is not cheap to feed the turtles, for they must have a supply of chop meat, tomatoes, meat scraps, and worms, for survival.

Armand Krulish has been with the LIRR for the past nine years. He works out of the signal department, and his duties include responsibility for signals, gates, crossings, and track circuits. An Air Force veteran, he has always been very active in youth activities which explains his common interest in the turtle which he shares with his son.

The entire Krulish family has come to love the turtle, and Armand, Wayne, and other members of the family will often travel to Wells Lake to scoop out new turtles to add to their collection. Even Armand's wife Ruth has grown attached to the reptiles. She has found them to be very quiet, they leave no mess around the house, and, they don't cause an itch. What better type of pet could anyone want?

Editor's Note: Our thanks to Long Island Rail Road's Metro Lines for permission to reprint this story and the pictures furnished by ML to TSJ.

Jim Ryan, telephone maintainer, Long Island, also has an interesting hobby. For details, please see next page.



Brother Jim Ryan, telephone maintainer and a member of Aeriel Lodge 56, leads the All-American Celtic Pipe Band during a fireman's parade. Outfit is copied from the famous Black Watch of the Scotch Highlanders. He has been a member of the general committee of Aeriel Lodge 56 for the past five years.

Phone maintainer is a drum major

When he is working, telephone maintainer Jim Ryan resembles any one of a number of other similarly employed LIRRers who ply the railroad's length and breadth repairing and maintaining the hundreds of miles of vital telephone lines that link various outposts with each other, and with Jamaica.

But in his off time, when Jim Ryan is walking along the street, there is no mistaking who he is, or what he is doing.

For Jim Ryan is a drum major. He is a drum major with the All-American Celtic Pipe Band of Long Island, a group of fifteen men who, on their own time, don kilt, sporran, Glengarry or Balmoral, and through the magic of the bagpipe and drum bring to Long Islanders a kind of music that has floated over many lands of this ancient earth since time immemorial.

The band has appeared in numerous parades in many towns and villages of Long Island since its inception in 1974. During August 1975, for example, the All-American Celtic Pipe Band appeared in seven different parades which involved the East Farmingdale Fire Department. The money that is realized from these parades is used for many purposes — for purchasing instruments, for obtaining professional instruction on instruments, for a party or for whatever other reason the members may decide to use it for.

Like Jim Ryan, other members of the band come from diverse walks of life. They are teachers, New York City firemen, insurance salesmen and accountants. All have a keen ear for music, have played the bagpipe or drums in various bands and groups over the years, and now spend most of their spare time doing their own thing, to the enjoyment and pleasure of those fortunate enough to hear them play.

Members of the All-American Celtic Pipe Band wear the typically colorful outfit of the Scotch Highlander. It consists of the dark plaid kilt of the Black Watch—a famous Scottish infantry regiment that was formed in 1725 to keep the peace in Scotland's highlands—and the Glengarry or Balmoral cap. The former cap is creased lengthwise along the head, the latter is round, brimless, and flat on the top. The band members also wear the sporran, a purse worn hanging from the front of the belt, and dark blue knee-length hose.

As to what the band members, like all Scotchmen, wear under their kilts—in answer, Jim Ryan smiled, "Shoes and socks," he added, "depending upon the temperature."

Jim has been with the railroad for the past nineteen years, and works out of Babylon. His job carries him to all of the railroad's branches in all types of weather, and this outdoor exposure has prepared him well parading in a kilt, particularly in the face of a biting, vicious winter wind.

As to why he became a drum major wielding the huge distinctive baton that keeps the beat for the marching pipe band, he said that he just drifted into it. He had been in a number of other bands—PAL bands and American Legion marching groups when he was younger. The pleasure that he derived from playing and stepping out to martial airs followed him into adulthood.

His big hope is that his four sons will follow in his footsteps one day.

"Right now," he said, "we are looking to becoming a top notch band, and I don't think that we are doing too badly for the few short months that we have been together." The band practices regularly, and just recently had two experts from Syracuse University conduct an 8-hour workshop for the bagpipes and drums.

Editor's Note: Our thanks to Long Island Rail Road's Metro Lines for the information and picture, plus permission to reprint this article.

By Sidney Margolius

How to be selective when shopping

WHITE SALES: Most sheets and cases now are 50% polyester and 50% cotton. This blend not only saves ironing but is more durable than all-cotton but cotton is softer.

As well as the kind of fiber, it's important to know the thread count. A count of 128-130 is considered medium weight muslin; 140 is heavyweight. More than 160 is called a fine-count muslin. This is the point at which a higher thread count means not a more durable sheet, but a lighter, finer one. A count of 180 or over is considered percale.

Heavy-weight muslin both costs less and usually is more durable. On the other hand, percale feels softer, and in use wrinkles less than muslin. Percale also is less bulky, and so saves some laundering and hot water — a help in this period of steep fuel prices.

Color and design add to the price. You can pay almost twice as much for patterned sheets with a designer's name such as Bill Blass, Vera or St. Laurent. But some stores charge no more for solid colors than plain whites. Queen and King sizes also cost inordinately more than twin and full; often, twice as much.

But fitted sheets with elasticized corners now usually cost no more than flat ones.

In towels, look for thick, long loops, preferably of double threads, for absorbency, and a closely woven underweave. Edges should be thickly and strongly woven. Be sure towels are colorfast. If uncertain, avoid deep colors. White towels are more absorbent.

COSTLIER BURGER: Beef in general will cost a little more in late spring and summer in comparison to the really cheap prices last winter. Even though stores usually maintain especially low prices on basic hamburger or ground beef, it, too, will cost you more.

Hamburger or gound beef is a main meat staple for many families, with as much as 40% of all beef consumed this way, according to some estimates.

When beef prices rise, stores tend to add more fat to hamburger, various surveys have indicated. While not wholly dependable, one clue to fat content is the color; the redder the hamburger, the less fat. Whitish color indicates high fat content.

In most areas, hamburger legally isn't supposed to have more than 30% fat. The "regular" ground beef, sometimes also called hamburger, often has 26% to 30% fat. Leaner grades, sometimes sold as "lean" or "chopped chuck" or "chopped sirloin," often have 22% to 26% but sometimes 20% or less.

Still, because of the sharp price disparity,the cheapest hamburger even with higher fat content, usually is the best value in terms of the amount of protein, provided that the fat still is within the 30% limit.

But you can't depend on price as an indication of the leanness, the Syracuse, NY, Consumer Affairs Unit found. For example, some samples checked there had significantly more fat than others at the same price.

What you save by buying the lowest-cost hamburger you may lose if you use a Hamburger Helper or Skillet Dinner. These are basically dry noodles, spaghetti, potatoes or rice with a little dry sauce. There's no real convenience. You have to cook them like

(Please turn page)

Shopping Hints

any other noodles.

But the noodles in one Hamburger Helper we recently checked came to $1.55 per lb. if you figure out the true cost of the 7.25 oz. package, and the spaghetti in another came to $1.52 per lb. In contrast, you can buy ordinary noodles for 49¢ to 69¢ a pound depending on the brand, and spaghetti for as little as 39¢ in stores' own brand. You really pay more per pound for the "Helper" than for the hamburger you have to add.

Among the most nutritious and lowest-cost extenders for hamburger are nonfat dry milk and ordinary oatmeal.

NEW LEASING LAW: The Consumer Leasing Act now in effect seeks to protect consumers from high-pressure promotion of leasing cars,furniture and other durable goods.

A frequent sales argument has been that the rental charges are less than installment payments would be. But investigations found that sometimes leases were offered without full disclosure of costs.

The law now requires you be given a written disclosure of the number of payments, amounts and total amount, including information on any large "balloon" payment required at the end of the lease; any "late" penalties and a statement as to whether you can buy the property at the end of the term and for how much.

It would be safest to get these facts in advance and make sure the written contract corresponds.

Also find out how much deposit you may have to put down. New York State Attorney General Louis Lefkowitz has asked the legislature there to require that leasing companies pay interest on deposits on leased cars and other goods. The interest that can be earned on your deposit is worth something to you too.

Margolius: Arthritis

People afflicted with arthritis, and that includes most over 60 and many younger, are plagued by a multitude of costly products sold as "cures" and by many unproved food notions.

Can alfalfa tea cure or even relieve arthritis? How about sea water, fruit and vegetable juices such as carrot juice, blackstrap molasses, vinegar, honey, olive oil, kelp or lecithin? All these have been persistently promoted for this purpose, sometimes through widely-sold books.

Another myth is that certain foods cause or aggravate arthritis; for example, that you shouldn't eat meat, eggs, milk or other high-calcium foods, citrus fruits, sweets, alcohol or acid foods in general.

The facts are, no food has been found to cure arthritis, and no food causes it, says Elaine Prock, nutritionist at the University of Alabama Medical Center, who has been working on a special arthritis aid project. Certain foods, however, may be a factor in gout.

Some arthritis sufferers tend to seize on various food claims because they are in pain and are willing to try any potential remedy. While most of the foods promoted as arthritis cures are cheap enough, some of the high doses of vitamins and minerals and the glorified aspirin products promoted for arthritis relief, can lead to high extra expense with no results.

One of the latest products pushed by vitamin sellers for arthritis is yucca tablets, sometimes in combination with vitamin B complex and vitamins C and E, often at a sizable $10 a bottle.

Yucca tablets are derived from the Southwest desert yucca plant. The promoters theorize that steroid saponin extracted from this plant can help relieve the "intestinal toxicity" which they claim "may" be a cause of arthritis. But, reports Charles Bennett, education director of The Arthritis Foundation, the theory of "toxins in the alimentary tract" is "nonsense."

He says that some 50 years ago this theory was popular and colonic irrigations were tried but without success.

The promoters use the word "theoretical" in advancing the toxins suggestion. Or they say vaguely, "It has long been felt that some intestinal toxicity is a common problem in cases of arthritis." They often cite cases of a few people who say they were helped by yucca tablets. Such anecdotal reports are not acceptable scientific evidence, which requires extensive tests.

It would be worth even $10 a bottle if an arthritis sufferer could get some relief by swallowing a few yucca tablets a day. But we can find little scientific support for that possibility, or for copper bracelets, immunized milk and other often-promoted but simplistic solutions.

Arthritis specialists themselves now "suspect" that rheumatoid arthritis may be triggered by a special kind of latent virus. But even this is still only a theory.

Many quick-loss diets often are promoted for arthritics since excess weight does increase pressure on arthritic joints. Revealingly, the fad diets have included everything from "the low carbohydrate diet" to "the high carbohydrate diet," as well as the widely-pushed vinegar, Kelp, B6 and lecithin diet.

There are several types of physical and other therapy for the different kinds of arthritis, including injections of gold salts which has been successful in some cases of rheumatoid arthritis. Steroids such as cortisone are less used now because of serious side effects from frequent and high dosages. Plain aspirin, of course, is widely used

(Please turn to page 32)

Anti-bottle laws are Non-productive. They can make thousands of workers...

Non-productive too!

They can cost the jobs of thousands of union members and put them into unemployment lines.

. . . THERE'S A BETTER WAY!

No one will deny that litter disposal is a problem. But 60% of garbage is paper and less than 8% is made up of no-deposit beverage bottles and cans.

We believe that all garbage should be recycled so that we can recover the natural resources we are now throwing away. Recycling systems for paper, metals and glass are now under way in New York, Connecticut, Milwaukee, New Orleans and elsewhere. The recovered materials not only help pay for garbage pickup, but also provide electric power to conserve our dwindling oil reserves.

If your community has not inaugurated a garbage recycling system, you can help. Write your legislators! Tell them it will help preserve our natural resources, cut down the costs of garbage disposal and create new jobs. Tell them you don't want restrictive laws which destroy jobs.

And tell your Congressmen we should change our out-moded federal regulations which require higher freight rates for recycled materials than for new products. Tell them you are against anti-bottle legislation which means higher beverage costs and longer unemployment lines!

GLASS BOTTLE BLOWERS ASSOCIATION

AFL-CIO

Harry A. Tulley, International President • 608 East Baltimore Pike, Media, Pa. 19063

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NATIONAL ELECTRIC GATE CO.

national electric gate co.

- Wooden and Fibre-Glass Gate Arms
- Gate Arm Products
- Lamps—Mechanisms

Arthritis Cont'd.

to reduce inflammation, for patients who can tolerate it. Other anti-inflammatory drugs also are used; some with special care because of side effects.

But sometimes people buy what is really basically ordinary aspirin including low-priced private brands sold by drug and department stores and supermarkets, as long as it is fairly fresh. (You can tell when aspirin is decomposing by a sharp vinegar odor. When you first open an aspirin bottle it's best to remove the cotton wadding so it won't collect moisture and hasten deterioration.)

Large doses of aspirin, however, should not be taken without a doctor's supervision so he can determine how much you need and the dosage schedule, and so both of you can watch out for side effects.

You can get free single copies of two informative pamphlets, **The Truth About Aspirin for Arthritis** and **Home Care Programs in Arthritis,** from your local chapter of the Arthritis Foundation. If you can't locate a chapter nearby, you can write to The Arthritis Foundation, GPO Box 2525, New York, N.Y. 10001, and your letter will be forwarded to a nearby chapter.

Subcompact Cars

For the third year in a row, subcompact cars have been reported by the Highway Loss Data Institute as having the worst loss experience of any of the four most widely bought car classes. The subcompacts are classed as cars with wheelbases under 102 inches.

It's not that the subcompacts are involved in so many more claims than larger cars. In fact, intermediate size cars—those with wheelbases from 111 to 120 inches—show slightly more claims.

But when subcompacts get into an accident, apparently they suffer more severe damage. The average loss payment for subcompacts in 1976 was $659 compared to $635 and $634 for the somewhat larger compact and intermediate-size cars, and only $579 for full size cars. Full-size models are classified as those with wheelbases over 120 inches.

Interestingly, the compact and full size cars have the lowest claim frequency. In fact, the compacts, with only 8.4 claims per 100, have even fewer than the 8.6 of the larger cars.

Why do subcompacts have the worst record among the most widely bought cars? The reasons for the higher average losses have been documented a number of times. The very small cars suffer more damage in collisions with larger cars.

It's not as easy to evaluate why the subcompacts seem to get into more accidents than the compacts or large cars. One reason, says Brian O'Neill, research vice-president of the Insurance Institute for Highway Safety, may be that the subcompacts are used more in urban driving. Claims frequency is definitely higher in urban than rural areas for all classes of cars.

Another reason is that because very small cars are more easily damaged in collisions, they more often may meet the typical $50 or $100 deductibles before claims are allowed.

Other reasons sometimes advanced for the relatively high number of accidents in which subcompacts are involved, are their lower visibility, lower power available for entering high-speed highways, and perhaps less consideration from other drivers who may feel more secure and important in their longer vehicles.

The real lesson from this claims experience may be that owners of subcompacts do need to drive very defensively.

receive small additional amounts of benefits. On the other hand, male railroaders who qualify for social security spouse or widowers' annuities will practically never benefit from these rulings because the full amount of any social security benefits they receive will be deducted from their railroad retirement annuities.

Husbands and widowers of retired or deceased female railroad employees, who believe that they might qualify for benefits as a result of this ruling, should contact the nearest office of the U.S. Railroad Retirement Board.

March 1977 issues of TSJ wanted

The editor of The Signalman's Journal would like to obtain a few copies of the March 1977 issue. If anyone can part with this issue, he will receive a free BofRS lapel pin. Please send copies to Editor, The Signalman's Journal, 601 West Golf Road, Mt. Prospect, IL 60056.

Buy American Union-Made

Excuses, excuses. You hear some pretty fancy ones when you ask people to explain why they bought an imported product instead of one made in this country by their own working, union neighbors. Here are a couple of the old standbys:

EXCUSE: "Imports are cheaper, and on my budget that's all I can afford."

ANSWER: Of course imports are cheaper because they are made by low-wage, exploited labor—people who are paid perhaps pennies a day and who are purposely used so the company doesn't have to pay the decent wage rates most Americans enjoy. So, with fewer Americans being paid here, the less they have to spend on the products you make or the services you offer. Your budget isn't going to get any better if the whole economy of the country suffers that way. Is an import really cheaper if it costs your neighbor his job—and in the long run lowers your standard of living?

How to make Signalman's Journal a better magazine

As the official publication of the Brotherhood of Railroad Signalmen, THE SIGNALMAN'S JOURNAL is a medium of information exchange for members. We want to publish news and pictures about members, local lodges and general committees. For sending material to the Editor, the following guidelines should be helpful:

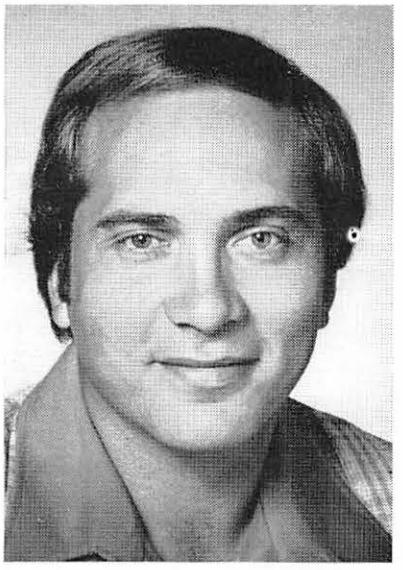
TIMING: Material should reach the Editor five weeks before publication month. For example, material for the July-August issue should reach the Editor during the week of May 30.

FORMAT: Material should be typewritten, double spaced (if possible) or neatly written on one side of the paper only. Just send the facts. Material will be edited to meet magazine standards.

PHOTOGRAPHS: Black and white preferred. You may send negatives and the Editor will have prints made. The negatives will be returned. If color prints only are available, be sure the subjects are well lighted. DO NOT write on photographs, either front or back. Clearly print or type identifications on a separate sheet of paper. Small numbers in picture margins may be used to key photo and identification sheet.

We are also interested in receiving technical articles about signal installations or maintenance. Sketches or photographs should accompany the article. You may wish to ask the Editor about your article before you write it. He can give you helpful suggestions.

HAVE A CHECKUP. IT CAN SAVE YOUR LIFE.



Johnny Bench

During one of my checkups, the doctors found a spot on my lungs. I thought it might be cancer. So did they.

Luckily, it wasn't. Most people *are* lucky. Most people never have cancer.

But those who find they do have cancer are far better off if their cancer is discovered early. *Because we know how to cure many cancers when we discover them early.*

That's why I want you to have a checkup. And keep having checkups. The rest of your life.

It'll be a lot longer if you do.

American Cancer Society.

An idea whose time has come...

We Need a 'Fair Minimum Wage'

There was a unique rally of concerned citizens in Washington recently. It took place in the handsome panelled hearing room of the House Labor Committee in the big Rayburn Office Building.

The people were there to talk about a decent minimum wage for the worker at the low end of the economic totem pole.

Said Mavin Stotler, a trim looking, proud woman who works in a ribbon factory in Hagerstown, Md.: "I get paid about $80 a week, and somehow I manage to get by. But they've just raised my rent by $25 a month."

Said Eva Shields, a teacher's assistant in New Haven, Conn.: "Every time I come home, there are a few bill collectors around my door. I say 'hello' real nice to them, but there's just no money left for them to collect."

The meeting was a rally of the Coalition for a Fair Minimum Wage—a group of 20 or more organizations representing labor, citizens' groups, minorities and just about everybody else who thought that President Carter's proposal for a $2.50 minimum wage was far below the mark. The Coalition wants better minimum wages than that.

These days, the government's statisticians calculate the so-called "poverty level" at $2.92 an hour—though even at $3.00 an hour, you'd scarcely live like a king or a queen! The Bureau of Labor Statistics has just figured that an austerity minimum budget for a family of four comes to a bit over $10,000 a year.

Clarence Mitchell, the highly respected head of the Civil Rights Leadership Conference, who heads the Coalition for a Fair Minimum Wage, sees the issue in clear-cut terms. "We need a minimum wage sufficient so that no kids will have to stuff newspapers in their shoes to keep dry . . . so that families will be able to pay the rest without turning to welfare."

AFL-CIO President George Meany talked of the three million Americans—or more, perhaps—who work at "lousy, dismal jobs and still they can't earn enough money to get out of poverty . . . this is a tragic commentary on America's priorities."

By the time this article appears in print, the House Labor Committee will probably have endorsed a bill to lift the minimum wage substantially.

But the right wingers and conservative groups who want to keep poor people very poor will fight any decent improvement in the minimum wage. They are mobilizing, collecting treasuries for an advertising blitz, getting mail to Congressmen, and launching a major propaganda effort.

If the unions of America don't mobilize their forces behind a fair minimum wage, the bill won't pass in any decent form.

That would hit three ways. (1) It will keep minimum pay too low. (2) It will have an indirect bad effect on many wages that are low, but above the minimum level; and (3) it will encourage the foes of workers' rights to step up the attack.

None of us can afford that. You'd better send a card or a note to your U.S. Congressman or Congresswoman today (House Office Building, Washington, D.C., 20515).

SHE KNOWS WHAT IT'S LIKE: Mavin Stotler of Hagerstown, Md., brings home about $80 a week and she knows at first hand the need for a fair minimum wage. She's signing a petition to Congress to raise the minimum to a decent rate.

We Must Do As Well!

Big business and right-wing groups have been generating big volumes of mail to Congress against the bills that workers need passed.

That's why it's so important to write your Representative to ask for passage of a decent minimum wage. Send it to your Representative at House of Representatives, Washington, D.C. 20515.

If the bill has already passed the House, write to your Senators at Washington, D.C. 20510.

Canadian railway labor looks at transport

Below — in English, then in French — is material submitted by the Canadian Railway Labour Association to the Government of Canada on March 7, 1977. Because of its interest to our members in Canada, selected items are excerpted from the bilingual report.

National Transportation Policy

Since we presented our brief to your Government last year, there has been no significant improvement or resolution to the many rail transportation problems in Canada. The many inadequacies, long recognized by your Government, remain to be dealt with. Unfortunately, there appears to be no glimmer of hope on the horizon. Our association can only again, affirm our strongly held convictions as to what measures your Government should take to correct the many inequities enshrined in the National Transportation Act. The present Act is based upon a completely false premise. The emphasis on profit and competition is incorrect and is working more and more as each year passes, to the detriment of the vast majority of Canadians in all parts of the country.

The Canadian Railway Labour Association strongly recommends to your Government the adoption of the following principles:

(1) National Transportation Policy should be an instrument of public policy not an instrument for private profit.

(2) Transportation policy must encourage, not obstruct, free flow of people and goods in Canada.

(3) Transportation policy must provide overall framework for Canadian economic and regional development.

(4) Canadian control of transporation system must be maintained and strengthened.

(5) The Canadian Transport Commission must be more sensitive and responsive to the need to encourage positively development of the transportation system and not merely to act as a legalistic court of record.

(6) Freight rates should be based on consistent and equitable pricing, not "what the traffic will bear". Rates less than the cost of service to apply in specially designated circumstances.

(7) Commitment to ensure funding to the transportation sector to meet current and future needs.

(8) World leadership for Canada in the use and construction of quality transportation systems and equipment.

(9) Where it is in the public interest to accomplish transportation goals by nationalization, we support such a course. A condition of such suppport must be that full employment security, wages and benefits of all employees be guaranteed.

(10) The purchase of transportation plant and equipment, rail cars, locomotives, trucks, container ships, aircraft and pipeline facilities to meet peak demand and/or *essential* services.

(11) Subsidization of inter-city and inter-urban rail passenger service where it is in the public interest to ease congestion of highways, improve the quality of life and to cope with pollution problems caused by other forms of private and public transportation, subject to the railways' equipment, plant, route and frequency standards being approved by an appropriate regulatory body and conditional upon the full protection of all employees affected.

Protection of Employees

Our association takes this opportunity to again bring to the attention of your Government that the present National Transportation Act, the Railway Act and the Railway Relocations and Crossings Act, contain no adequate provisions whatsoever for the protection of employees affected by changes introduced pursuant to the aforementioned legislation. There are no provisions protecting the rights and benefits provided for those employees covered by collective agreements with the transportation companies. There are no provisions compelling the government or the transportation companies to give notice and enter discussion with the unions concerned, when a change is introduced under the present legislation, either by the transportation company, a provincial government or the Federal Government.

Our association takes the position that there should be consultation and negotiation with the unions representing employees who might be affected by changes brought about as a result of any present, or new legislation, introduced by your Government to remedy the transportation problems in Canada.

We feel that the unions should be advised and given an opportunity to submit their views through consultation prior to the enactment of any legislation. The future of many of the employees we represent could be affected drastically by the actions taken by your Government within the next few years. They should therefore be heard before the fact.

We recommend to your Government in the strongest terms that the aforementioned take place and that legislation contain specific conditions protecting the interests and rights of the employees affected.

Rail Safety

The attainment of a satisfactory level of safety continues to be a matter of major concern for railway unions.

Derailments and other accidents associated with the operation of trains continue at an unacceptable rate, posing a serious threat to the safety of the public and the employees of the railway. In addition adequate regulation of industrial health and safety at the workplace is unknown to many railway employees.

In our view the problem stems from jurisdiction difficulties between the various regulatory bodies which have or may claim responsibility for safety in the railway industry

Rail safety can be divided into two distinct categories, i.e., operational safety (concerned with the safe operation of trains) and industrial health and safety (concerned with the regulation of health and safety standards at the workplace).

The operation of trains is clearly the responsibility of the Railway Transport Committee of the Canadian Transport Commission. The RTC and its predecessor boards and commissions have long experience in the regulating of safety of train operation. However, as with most other industries the need in the railway industry to adopt advanced technology has greatly complicated the process of regulation. In today's competitive situation the railways have been obliged to turn to the use of new technology in the form of larger capacity cars, greater horsepower locomotives, automatic train and switching controls, as well as mechanical track maintenance and inspection.

Taken independently these innovations have reduced costs and by and large have improved operations. In many cases, however, the introduction of new equipment or operating methods has neglected to take into account potentially dangerous overall effects on the basic railway system. A case in point is the use of high-capacity locomotives and cars in unit train operations and the combined effect of this operation on track structure.

We believe that in many unit train operations the trade-off for high capacity is a less safe, less reliable operation resulting in derailments caused by excessive overstressing of an outdated and in some case, under-maintained track structure.

It is the contention of our association that the Railway Transport Committee must play a greater role in the regulation of safety on railways through application of up-dated and modern safety regulations and standards regulating track structure, motive power, rolling stock, signals and operating practices.

In the second aspect of railway safety, involving industrial health and safety at the workplace, it is the position of our association that the Railway Transport Committee should take steps to exercise the authority vested in the Committee by Section 227(L) of the Railway Act towards the regulation of "safety and comfort" of railway employees while on duty on trains or, vacate the field to the Canada Department of Labour for regulation under Part IV of the Canada Labour Code, by the Accident Prevention and Compensation Branch of that Department.

Since the coming into force of Part IV of the Canada Labour Code there has been a marked improvement in the regulation of industrial health and safety for employees of industries under federal jurisdiction. This has been brought about by the practice, fostered by the law, of using provincial health and safety inspectors under the supervision of regional safety officers of the Canada Department of Labour to regulate safety at the workplace in railway and other federally-regulated industries.

Unfortunately this has not been the case with respect to railway employees who are actually engaged in train operation. This is an area where the Railway Transport Committee claims jurisdiction but has taken no initiative to regulate such basic standards as heating, lighting, ventilation, sound insulation and first aid.

If this policy does not soon change then we recommend that the authority to regulate in this important area be transferred to the Canada Department of Labour where a large staff of experts in the field of industrial health and safety is available, through agreements between the Canada Department of Labour and the various provincial regulatory bodies, to inspect and report on health and safety conditions.

The Concept of an Arctic Railway

Our association again brings to your attention the merits of a railway system to the Arctic. An Arctic rail system could effectively move oil and natural gas in unit trains to the southern parts of Canada. The same rail system would facilitate the transportation of the many other resources abundant in the Canadian north to the processing plants in the south.

Our association again suggests to your Government the recommendations contained in the report entitled "Arctic Oil and Gas by Rail" submitted to your Government in April 1974 by a study group set up by the Transportation Development Agency of the Federal Ministry of Transport. The study group was made up of representatives from Canalog Logistics Limited, a subsidiary of Canadian National Railway Company, Canadian Pacific Consulting Services Limited, a subsidiary of Canadian Pacific Limited and the Transportation Development Agency, Ministry of Transport.

The exhaustive study by this

group dispels any doubts concerning the economic and technological feasibility of rail transportation as an alternative method of moving crude oil and liquified natural gas from the Arctic to the southern parts of Canada and the northern border of the United States.

The conclusions and recommendations contained in the April 1974 report, "Arctic Oil and Gas by Rail" are as follows:

(1) CONCLUSIONS

The construction and operation of a railway to move crude oil and liquified natural gas from the Mackenzie Delta and/or Prudhoe Bay towards markets to the south is technically feasible.

The terminal facilities to enable rail transport of the various production levels of crude oil and natural gas are technically and operationally feasible.

An Arctic railway system can be reliably operated and maintained the year round and is capable of moving the product volumes specified in the terms of reference.

Tariff rates would vary with the product volume and origin option. For 2 million barrels of oil and 4½ billion standard cubic feet of natural gas daily from the Mackenzie Delta to Trout River, fully allocated tariff rates of 77¢ per barrel and 46¢ per million BTU would cover all capital and operating costs and provide a 10% dividend return on equity.

(2) RECOMMENDATIONS

The fact that an Arctic oil and gas railway is technically feasible and economically attractive for a range of product/origin combinations, is not in itself sufficient reason for the construction of a Mackenzie Valley railway. The decisions as to whether, when, and by which mode, the petroleum resources of the Mackenzie Delta should be transported to markets to the south will have a fundamental effect on the future course of the Northwest. The face of the Arctic landscape, the isolation and way of life of the northern people, and the economic balance in the nation will be changed.

Accordingly, it is recommended that the sociological, environmental and macroeconomic impact of the proposed railway system be carefully evaluated and compared to the impact of corresponding pipeline systems.

The construction of a gas pipeline in the short term, followed by an oil line a few years later, and eventually by a railway for the transportation of other products, when a railway alone would have been adequate, could be unfortunate.

It is recommended that the decision to transport natural gas not be made in isolation from decisions regarding the transportation of oil, and those concerning regional development generally.

Health and Safety Work Environment

Our association supports your Government's proposals to develop and operate what has been termed "an Occupational Health and Safety Institute". The general objectives of this institute would be to test potentially dangerous substances; conditions and industrial processes; the setting up of a technical advisory service to workers, trade unions, employers, government and agencies and the public. Our association welcomes the much needed development of a National Safety Code. We believe for too long now there has been insufficient attention devoted to health and safety in the work place. No real gains in industrial peace can be achieved when employees in any industry, see health and safety hazards readily identified yet unresolved.

Our association also supports the proposal to initiate a program to increase worker participation in determining the working conditions that affect the work environment. The concept should be workers playing a recognized role in the decision-making process, related to health and safety matters. The establishment of plant level Health and Safety Committees on a shared basis between labour and management would lead to improved health and safety and thus improve communcations at the plant level.

We believe that to be effective some teeth must be given to these committees and a method of recourse provided, should problems not be resolved after a reasonable time and effort on a matter which has been examined without results. In our view, the setting up of worker participation Health and Safety Committees at the plant level, that in practice, become mere token gestures to the workers and produce no improvement to the workplace environment, would be a retrograde step and would soon lose the support of the workers and the unions.

We urge your Government not to exclude railway workers from the application of any National Safety Code or representation and participation in the activities of the Occupational Health and Safety Institute.

Our association can see merit in your Government's intentions to improve the overall working environment in Canada by the extension of the basic rights won by the labour movement, through collective bargaining, to all Canadian workers. As we understand it, this is to be achieved by legislation and regulation. We support the principle that all workers in Canada, whether or not they belong to a trade union, be protected against unjust dismissal without recourse; reasonable standards of hours and work; paid annual leave and wage protection; sick leave; bereavement leave; reporting pay, lay-off and recall procedures.

Politique Nationale sur les Transports

Aucune amélioration ou solution d'importance aux nombreux

problèmes du transport ferroviaire au Canada ne s'est manifestée depuis que nous avons présenté notre mèmoire au Gouvernement l'année dernière. Il reste encore à venir aux prises avec les innombrables manques que le Gouvernement a reconnus depuis longtemps. Il ne semble malheureusement y avoir aucune lueur d'espoir à l'horizon. Nous ne pouvons donc que réaffirmer nos profondes convictions au sujet des mesures que votre Gouvernement devrait prendre pour corriger les nombreuses injustices qui sont renfermées dans la Loi nationale sur les transports. La loi actuelle est fondée sur des principes complètement erronés. L'accent qu'on a placé sur les profits et la concurrence est impraticable et il travaille au fur et à mesure que le temps passe au dètriment de la grande majorité de tous les Canadiens de toutes les régions du pays.

L'Association des Syndicats de Cheminots du Canada recommande fortement au Gouvernement l'adoption des principes qui suivent:

(1) La politique nationale sur les transports doit servir à l'avantage du public et ne doit pas être un instrument de profit pour les particuliers.

(2) La politique de transport doit encourager et non nuire au libre mouvement de personnes et de denrées au Canada.

(3) La politique de transport doit fournir la structure générale du développement économique et régional au Canada.

(4) Le contrôle canadien du système de transport doit être maintenu et raffermi.

(5) La Commission canadienne des transports doit être plus sensibilisée et attentive au besoin d'encourager de façon positive le développement du système de transport et ne pas agir simplement comme tribunal de droit.

(6) Les tarifs-marchandises doivent être basés sur une cote de prix égale et juste, et non "sur ce que le marché peut supporter". Des tarifs de moins que le coût du service seront en vigueur dans des circonstances spéciales.

(7) Il faut un engagement pour assurer au secteur des transports le financement nécessaire à ses besoins actuels et futurs.

(8) Le Canada devrait battre la marche dans l'emploi et la construction de systèmes et d'équipement de transport de la plus haute qualité.

(9) L'ASCC appuie le principe de la nationalisation, s'il y va de l'intérêt public de ce faire, pour atteindre les objectifs du système de transport. Une condition de cet appui serait la garantie de la pleine sécurité de l'emploi, des salaires et des avantages de tous les employés en cause.

(10) L'achat d'équipement et d'établissements de transport, de wagons, de locomotives, de camions, de navires containers, d'avions et d'installations d'oléoducs afin de faire face à la demande de pointe et/ou aux services essentiels.

(11) Les subventions aux services-boyageurs ferroviaires de banlieue ou interurbains où il y va de l'intérêt public permettront de réduire la congestion sur les grandes routes, d'améliorer la qualité de la vie et de venir aux prises avec les problèmes de pollution causés par les autres modes de transport public ou privé, sujet à l'approbation par un organisme approprié de réglementation de l'équipement, des usines, des routes et des normes de fréquence des chemins de fer et de la pleine protection de tous les employés en cause.

(12) La construction de superports additionnels tels que celui de Roberts Bank, pour la manutention de céréales, de soufre, de potasse ou tout autre produit destiné à l'exportation qui peuvent être transportés de façon économique par le truchement de trains-blocs.

(13) La construction d'installations d'entreposage au niveau de l'eau pour les produits destinés à l'exportation afin qu'il puisse y avoir un flot continu aux périodes de pointe de transport.

(14) Entreprendre une plus grande intégration de la Voie maritime du St-Laurent à l'ensemble des systèmes de transport du Canada et des Etats-Unis par des politiques qui prolongeront l'emploi saisonnier du système et la construction d'installations portuaires modernes sur la côte atlantique comprenant l'opération de trains-blocs conçus pour le transport en vrac de denrées.

(15) Le financement de recherche et de développement sur tous les systèmes et équipements de transport dans le but d'améliorer l'ensemble des services de transport au Canada et de s'attirer une plus grande part du marché mondial de ce genre d'équipement.

(16) Le versement de subventions aux projets-pilotes sur le nouvel équipement pour le service-voyageurs à être utilisé par les compagnies ferroviaires.

(17) L'établissement de meilleurs services de traversier sur les côtes est et ouest en vue d'assurer des services de transport adéquats à la population de ces régions.

(18) Accorder aux chantiers maritimes canadiens des subventions pour le dessin et la construction de navires qui seront utilisés par les compagnies essentiellement canadiennes ou contrôlées par des intérêts canadiens.

(19) Encourager l'établissement d'une marine marchande essentiellement canadienne, enregistrée au Canada et avec des équipages canadiens.

La protection des employés

Notre Association profite de cette occasion pour souligner encore une fois le fait que la Loi nationale sur les transports, la Loi sur les chemins de fer et la Loi sur les passages à niveau et la relocation des voies ferrées ne contiennent aucune disposition adéquate visant la protection des employés touchés par les changements ap-

portés en vertu des lois précitées. Il n'y a aucune disposition touchant la protection des droits et des avantages accordés aux employés couverts par les ententes collectives intervenues avec les compagnies de transport. Il n'y a pas de dispositions obligeant le gouvernement ou les compagnies de transport à donner avis et à entamer des discussions avec les syndicats en cause lorsqu'un changement est apporté en vertu de la législation actuelle, que ce soit par une compagnie de transport, un gouvernement provincial ou le gouvernement fédéral.

Notre Association estime qu'il devrait y avoir consultation et négociation avec les syndicats qui représentent les employés qui pourraient être touchés par des changements résultant de toute législation actuelle ou future présentée par votre Gouvernement pour remédier aux problèmes du transport au Canada.

Nous estimons que les syndicats devraient être avertis de tout changement et qu'on devrait leur accorder l'occasion de présenter leur point de vue au cours de consultations qui précéderaient l'adoption de toute loi. L'avenir de beaucuop d'employés que nous représentons pourrait être sérieusement touché par les décisions que votre Gouvernement prendra au cours des quelques prochaines années. Il importe qu'on prête l'oreille à leur point de vue avant que les changements soient apportés.

Nous recommandons fortement au Gouvernement de donner suite aux recommandations que nous venons de lui faire et d'inscrire dans tout projet de loi des dispositions visant la protection des intérêts et des droits des employés qui pourraient être affectés.

La sécurité ferroviaire

L'établissement d'un niveau adéquat de sécurité continue d'être une question de la plus vitale importance pour les syndicats ferroviaires.

Les déraillements et les autres genres d'accidents reliés au fonctionnement des trains continuent à un rythme qui n'est pas acceptable, ce qui pose une menace sérieuse à la sécurité du public et des employés des chemins de fer. De plus, beaucoup d'employés de chemins de fer n'ont jamais connu ce qu'est une réglementation adéquate de la sécurité et de la santé industrielles dans le milieu de travail.

Nous estimons que le problème prend source dans les difficultés juridictionnelles entre les divers organismes de réglementation qui ont ou qui prétendent avoir la responsabilité de la sécurité dans l'industrie ferroviaire.

La sécurité ferroviaire peut être divisée en deux catégories bien distinctes, c'est-à-dire la sécurité d'exploitation (qui a trait au fonctionnement sûr des trains) et la santé et la sécurité industrielles (réglementation des normes de sécurité et de santé dans le milieu de travail).

Le fonctionnement des trains est sans contredit la responsabilité du Comité du transport ferroviaire de la Commission canadienne des transports. Le Comité, ainsi que les commissions qui l'ont précédé, ont une vaste expérience de la réglementation de la sécurité opérationnelle des trains. Comme c'est cependant le cas de la plupart des autres industries, le besoin qu'il y a dans l'industrie ferroviaire d'adopter une technologie avancée a compliqué énormément le processus de réglementation. Dans la situation concurrentielle qui prévaut aujourd'hui, les chemins de fer ont été obligés de se tourner vers l'emploi d'une nouvelle technologie sous forme de wagons à plus grande capacité, de locomotives plus puissantes, de contrôles automatiques des trains et de l'aiguillage, de même qu'à l'entretien et à l'inspection mécanique des voies.

Considérées individuellement, ces innovations ont réduit le coût de l'exploitation et l'ont améliorée. Dans plusieurs cas, toutefois, l'introduction de nouvel équipement ou de nouvelles méthodes d'exploitation n'a pas pris en considération les effets généraux potentiellement dangereux que les innovations peuvent avoir sur le système de base des chemins de fer. Un exemple de cette situation est l'emploi de locomotives puissantes et de wagons à forte capacité roulant en trains-bloc et l'effet combiné de cette opération sur la structure des voies ferrées.

Nous estimons que dans le cas de beaucoup de trains-blocs, l'échange pour la haute capacité est une opération moins sûre et moins fiable causant des déraillements en raison du trop haut degré de tension de la structure des voies qui est périmée et, dans plusieurs cas, qui manque d'entretien.

L'ASCC estime que le Comité du transport ferroviaire doit jouer un plus grand rôle dans la réglementation de la sécurité sur les chemins de fer en décrétant des règlements de sécurité modernes et en réglementant les normes, la structure de la voie, la puissance motrice, le matériel roulant, les signaux et les pratiques d'opération.

En ce qui a trait au deuxième aspect de la sécurité ferroviaire touchant la santé et la sécurité industrielles dans le milieu de travail, l'Association estime que le Comité du transport ferroviaire devrait prendre des mesures pour exercer l'autorité qui lui a été confiée en vertu de la Section 227(1) de la Loi sur les chemins de fer touchant la réglementation du "confort et de la sécurité" des employés ferroviaires en devoir sur les trains, ou alors laisser place au ministère fédéral du Travail pour qu'il réglemente en vertu de la Partie IV du Code du Travail du Canada, par l'entremise de la Direction de compensation et prévention des accidents de ce ministère.

Depuis l'entrée en vigueur de la Partie IV du Code du Travail du Canada, il y a eu amélioration sensible de la réglementation de la santé et de la sécurité industrielles des employés des industries qui

sont placées sous la juridiction du gouvernement fédéral. Cette amélioration est due à la pratique, encouragée par la loi, d'employer des inspecteurs provinciaux de la santé et de la sécurité, sous la surveillance des officiers de sécurité régionaux du ministère fédéral du Travail, pour réglementer la sécurité du milieu de travail dans l'industrie ferroviaire et les autres industries réglementées par le fédéral.

Cela n'a malheureusement pas été le cas des employés ferroviaires qui sont affectés à l'opération des trains. Il s'agit là d'un domaine sur lequel le Comité du transport ferroviaire se réclame juridiction mais où il n'a pris aucune initiative pour la réglementation de normes de base telles que le chauffage, l'éclairage, l'aération, l'insonorisation et les premiers soins.

Si cette politique n'est pas appelée à changer bientôt de caractère, nous recommandons que la responsabilité de réglementer cet important secteur soit transférée au ministère fédéral du Travail où un nombreux personnel d'experts en santé et en sécurité industrielles sont disponibles en vertu d'ententes entre le ministère fédéral du Travail et les divers organismes provinciaux de réglementation pour inspecter et faire rapport sur les conditions de santé et de sécurité.

Le Concept d'un Chemin de Fer dans L'Arctique

L'Association des syndicats de cheminots du Canada veut encore une fois porter à votre attention les mérites d'un chemin de fer vers l'Arctique. Un système du genre assurerait de façon efficace le transport du pétrole et du gaz naturel par trains-blocs vers les régions sud du Canada. Ce même réseau ferroviaire faciliterait le transport de plusieurs autres ressources qui abondent dans le Nord canadien vers les usines de traitement du sud.

Notre Association vous présente de nouveau les recommandations contenues dans le rapport intitulé "Pétrole et gaz de l'Arctique par chemin de fer" qui a été soumis au Gouvernement au mois d'avril 1974 par un groupe d'étude établi par l'Agence de développement des transports du ministère fédéral des Transports. Ce groupe d'étude était formé de représentants de Canalog Logistics Limited, filiale des Chemins de fer nationaux du Canada, de Canadian pacific Consulting Services Limited, filiale du Canadien-Pacifique, et de l'Agence de développement des transports, du ministère fédéral des Transports.

L'étude approfondie menée par ce groupe a dissipé tout doute que l'on aurait pu avoir sur la possibilité technologique et la rentabilité économique du transport par rail comme alternative pour le mouvement de pétrole brut et de gaz naturel liquéfié de l'Arctique vers les régions sud du Canada et les parties septentrionales des Etats-Unis.

Voici les conclusions et les recommandations du rapport "Pétrole et gaz de l'Arctique par chemin de fer", soumis au mois d'avril 1974:

(1) CONCLUSIONS

La construction et l'exploitation d'un chemin de fer pour le transport du pétrole brut et du gaz naturel liquéfié du delta du Mackenzie et/ou de la baie Prudhoe vers les marchés du sud est techniquement possible.

Les installations terminales permettant le transport par rail des divers niveaux de production de pétrole brut et de gaz naturel sont techniquement réalisables et exploitables.

Un réseau ferroviaire dans l'Arctique peut être exploité et entretenu efficacement l'année durant et il peut acheminer les volumes de produits spécifiés dans les termes de référence.

La structure tarifaire varierait selon le genre de produit et le lieu d'origine. Ainsi, pour l'expédition quotidienne de 2 millions de barils de pétrole et 4½ milliards de pieds cubes standard de gaz naturel du delta du Mackenzie jusqu'à Trout River, des tarifs complets de 77 cents le baril et de 46 cents par million de BTU couvriraient tous les frais d'exploitation et d'immobilisations et donneraient un dividende de 10 p. cent sur la mise de fonds.

(2) RECOMMANDATIONS

Le fait qu'un chemin de fer pour le transport du pétrole et du gaz naturel dans l'Arctique soit techniquement réalisable et économiquement attrayant pour une variété de combinaisons produit/origine n'est pas en lui-même une raison suffisante pour la construction d'un chemin de fer dans la Vallée du Mackenzie. Les décisions quant à la rentabilité, le mode et le temps propice du transport des ressources pétrolières du delta du Mackenzie vers les marchés du sud auront de fortes répercussions sur l'avenir des Territoires du Nord-Ouest. Il en résultera un changement dans l'environnement de l'Arctique, dans l'isolement et le mode de vie de la population du Nord et dans l'équilibre économique de la nation.

En conséquence, on recommande que la portée sociologique, environnementale et macroéconomique du projet de chemin de fer soit soigneusement étudiée et comparée à la portée de systèmes d'oléoducs correspondants.

Il serait regrettable qu'un pipeline de gaz naturel soit fixé comme objectif à court terme, qu'il soit suivi quelques années plus tard par un oléoduc, puis par un chemin de fer pour le transport d'autres produits et qu'on s'aperçoive en fin de compte que le chemin de fer seul aurait suffi à la tâche.

Il est recommandé que la décision touchant le transport du gaz naturel ne soit pas prise isolément des décisions touchant le transport du pétrole et de celles touchant en général le développement

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NEWS from CANADA

Out of the snow, signal maintainer Shular holds $3,000 cheque received from CN. Paul O'Halloran (left) is signal supervisor, and W. W. Schaefer (right) is local chairman of Burman Lodge 165.

After showing the "Shular lamp", signal maintainer Lloyd Shular (center), Paul O'Halloran of CN (right), and W. W. Schaefer (left) local chairman, look up to have their picture taken.

CN maintainer wins $3,000 award

Signal maintainer Lloyd Shular and a member of Burman Lodge 165 received a $3,000 award from Canadian National for his suggestion for an improved lamp for rail-highway grade crossing gate arms. Shular suggested using a plastic rather than a glass lens, a better and safer wiring system, and a solid rather than a swivel bracket. This alternate light fixture has been found to be less expensive to buy and easier to maintain, which also lowers maintenance costs.

He submitted the idea in 1971 but it did not win any prize then, but on re-submission, his idea was accepted and he received the $3,000 cheque on Dec. 23, 1976, a very nice Christmas present.

Platt attends labor conference in Geneva

BofRS Vice President John E. Platt attended the 63rd international conference of the International Labor Organization in Geneva, Switzerland. Platt is a member of the Canadian delegation that attended the June 9 through June 22 sessions of the ILO, a United Nations affiliate.

Heritage Day makes progress

National Heritage Day, set for the third Monday in February, has yet to become a legal holiday, but progress is being made. A bill to make Heritage Day a legal holiday was introduced in Parliament four years ago. Justice Emmett Hall recommended it for railway workers in 1974. Bill C-30 received first reading in the House of Commons on Dec. 21, 1976, but on February 3 of this year, passage was blocked by the Progressive Conservatives. Informed Parliament watchers say the bill will be passed in time for Heritage Day to be celebrated on February 20, 1978. Also, a bill has been introduced by Labour Minister John Munro to make Heritage Day a paid holiday.

Lifting device idea wins signalman award

Paul Perreault, signal helper, at Winnipeg, Man. for Canadian National has received a $65 suggestion award for designing a quick-fit lift-

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ing device to unload and install 9-ft, 345-lb retarder cross bars. Brother Perreault is a member of Winnipeg Centre Lodge 12. His device permits the bars to be lifted from a central, balanced point rather than from one end as had been done before his idea was accepted. CN said his suggestion made the lifting easier and safer.

Brother A. N. Cotton (left), retired grand lodge representative, presented retiring Brother Bill Radway (center) with a tie and lapel pin. Also wishing Brother Radway many happy retirement years was Local Chairman Phil Morin (right) at the Local 175 retirement party.

Toronto Terminals honors retired member Radway

A party was held recently at Toronto's Royal York Hotel to honor retiring Brother William Radway, signal maintainer, for the Toronto Terminals and a long-time member of Lodge 175. The party was well attended by members and friends, reports Phil Morin, local chairman. A tie and a lapel pin were presented to Brother Radway by retired grand lodge representative Norm Cotton. A purse containing a generous sum of money was presented to Brother Radway by Local Chairman Morin on behalf of Radway's many friends and members of Lodge 175.

"It is with great regret that Local 175 loses a valuable and dedicated member. Brother Bill had to retire on disability due to eye sight. We wish him many years of retirement," said Morin.

CRLA views on safety on the line and in the work place (Cont'd.)

régional.

Santé et sécurité dans le milieu de travail

Notre Association appuie le projet du Gouvernement de mettre au point et de voir au fonctionnement de ce qui a été appelé un "institut de santé et de sécurité dans le milieu de travail". Les objectifs généraux de cet institut seraient de faire des tests sur les matières potentiellement dangereuses; sur les conditions et les processus industriels; d'établir un service consultatif technique pour les ouvriers, les syndicats, les employeurs, le gouvernement, les agences et le public en général. Notre Association se réjouit du développement d'un Code national de sécurité dont on a grand besoin. Il est reconnu que l'on n'a pas porté assez d'attention depuis longtemps à la santé et à la sécurité dans le milieu de travail. Il n'y aura pas de progrès vers la paix industrielle tant que les employés dans quelque industrie que ce soit verront des risques à la santé et à la sécurité qu'on refuse ou qu'on tarde à corriger.

Notre Association appuie aussi le projet de lancement d'un programme qui aurait pour but d'accroître la participation de l'employé au dépistage des conditions de travail qui affectent le milieu de travail. Il faudrait, en effet, que les ouvriers jouent un rôle déterminé dans le processus de la prise de décisions ayant trait à la santé et aux questions de sécurité. L'établissement de comités de la santé et de la sécurité dans les usines, dont les membres venant du secteur ouvrier et du secteur patronal seraient en nombre égal, ne pourrait qu'améliorer les niveaux de santé et de sécurité et les communications au palier des usines.

Nous estimons que, pour être vraiment efficaces, ces comités doivent posséder un véritable mandat et qu'on établisse un mécanisme de recours, s'il arrive que des problèmes ne sont pas réglés après un certain temps au sujet d'une question qui a été étudiée sans résultat apparent. L'établissement, au palier de l'usine, de comités sur la santé et la sécurité comptant des membres du secteur ouvrier qui, sur le plan pratique, ne serait qu'un geste symbolique à l'intention des ouvriers et n'apporterait aucune amélioration au milieu de travail, serait en réalité une mesure rétrograde. Il en résulterait la perte de l'appui des ouvriers et des syndicats.

Nous prions donc le Gouvernement de ne pas soustraire les employés des chemins de fer à l'application du Code national de la sécurité ou de la représentation et de la participation aux activités de l'Institut de santé et de sécurité au travail.

Nous voyons du mérite aux intentions que votre Gouvernement a manifestées envers l'amélioration générale du milieu de travail au Canada par l'entremise de l'extension des droits fondamentaux gagnés par le mouvement ouvrier, par le processus de la négociation collective, pour tous les ouvriers canadiens. Si nous comprenons bien, cet objectif sera atteint par législation et par réglementation. Nous appuyons le principe qui veut que tous les ouvriers du Canada, qu'ils soient membres ou non d'un syndicat, soient protégés contre un congédiement contre lequel ils n'auraient aucun recours; qu'ils jouissent de normes acceptables quant aux heures de travail; qu'on leur accorde un congé annuel payé et une protection salariale, des congés de maladie, des congés de décès, des procédures pour le salaire de présence, la mise à pied et le rappel au travail.

Obituaries

O. W. Knox, Jr., retired signal maintainer for the Norfolk & Western at Roanoke, VA, died January 9, 1977. A member of Goodwin Lodge No. 77, Brother Knox had completed 35 years service with the railway when he retired in 1971.

George K. McDowell, retired signal maintainer for the Southern Pacific at Yuma, AZ died last year. Brother McDowell had completed 47 years of service when he retired in 1970. He was a member of Los Angeles Lodge No. 104.

Charles J. Daugherty, retired signal maintainer for the former New York Central at Toledo, OH died February 18, 1977. Brother Daugherty had completed 42 years service when he retired in 1957. He had been active in Toledo Local No. 10 Brotherhood activities and had served as chief signalman and as recording secretary.

Lawrence M. Turner, retired system signal testman for the Louisville & Nashville who had lived in Smyrna, GA died January 8, 1977. Brother Turner had completed 32 years service when he retired in 1974. He was a member of Risedon Lodge No. 208.

George R. Hill, retired signal maintainer for the former New York Central in New York City, died Feb. 15, 1977. Brother Hill had completed 31 years service when he retired in 1958. He was a member of Grand Central Terminal Lodge No. 160. For over 50 years he had been a member of Franklin Lodge No. 263 F & AM of Laceyville, PA. Survivors include his wife, Mrs. Lillian A. Hill; two sons, Robert B. of Pompano Beach, FL, Charles T. of St. Petersburg; 7 grandchildren and 10 great-grandchildren.

Edward H. Schmidt, retired signal foreman for the Terminal Railroad of St. Louis, died last year. Brother Schmidt completed 47 years service when he retired in 1963. He had been active in St. Louis Terminal Lodge No. 132 and had served as financial secretary for 11 years beginning in 1940. He had also served on the grievance committee.

Burton W. Evans, retired signal wireman for the Pacific Electric at Long Beach, CA died September 14, 1976. Brother Evans had also worked for the Chicago & North Western and the Great Northern railroads before moving to California. During the course of his railroad career he had served as chief signalman and local chairman of Penn Central Lodge No. 100.

Charles W. Wilson, retired signal maintainer for the Missouri Pacific at Harrisonville, MO died October 20, 1976. Brother Wilson had completed 50 years service when he retired in 1962. He was a member of Missouri Lodge No. 72 and had served as local chairman. He is survived by his wife, Goldie, two sons, six grandchildren and three great-grandchildren.

Thomas A. Fitzpatrick, 73, retired signal maintainer at Ponca City, OK, for the Santa Fe, died November 28, 1976. Brother Fitzpatrick retired January 26, 1968, after completing 44 years, 8 months of service. He was a member of Midwest Local 33 and had served as financial and recording secretary for several years. The officers and members of Local 33 extend their deepest sympathy to his wife and family.

Harold "Hop" B. Lawyer, 62, signal maintainer at Cassoday, KS, for the Santa Fe, died while working on his territory, on March 15, 1977. Brother Lawyer had completed 31 years, 7 months of service at the time of his death and was a member of Midwest Local 33. The officers and members of Local 33 extend their deepest sympathy to his wife Ruby and family.

Michael Palya, Jr., retired signal supervisor, Elgin, Joliet & Eastern, died March 27, 1977. He started on the EJ&E in 1943, and after serving in the U.S. Navy, he returned to the signal department in 1946. A year later he was promoted to signal maintainer, and in 1950 Palya was promoted to leading signalman. He was active in the Brotherhood of Railroad Signalmen and had served as secretary-treasurer of Joliet Lodge 97 in 1949. In September 1950, he was appointed signal draftsman, and became signal supervisor in 1959. He retired in September 1976. He is survived by his wife Marie and two sons, Michael and Marty. "He held the respect of all his men," reports J. A. Harvey, manager-signal, communication and electrical facilities, EJ&E.

H. J. Patterson, retired signal test maintainer for the former Penn Central at Saginaw, MI, died January 8, 1977. Brother Patterson had completed 28 years service when he retired in 1973. He was a member of Jackson City Lodge No. 28.

George R. Riley, retired signal maintainer for the former Chicago, Burlington & Quincy at Wataga, IL, died during the week of April 3, 1977. Brother Riley, 79, was a member of Aurora-Galesburg Lodge No. 103. He began work on the CB&Q as a signal helper in 1922 and rose through various positions to become signalman in 1925 and later draftsman in 1930. He returned to the field in 1944 as a signal foreman and became a signal maintainer three years later. He retired in 1966

after completing 44 years service with the railway. At one time he had served as local chairman for Lodge No. 103.

Robert B. Smith, retired signal maintainer for the Southern Pacific at Uvalde, TX and former general chairman of the SP's Texas and Louisiana Lines, Gulf Coast Lodge 99, died September 2, 1976. Brother Smith went to work for the SP bridge gang in 1940 and a year later moved over to the signal department. Also, he had been active in the Brotherhood having served as local chairman, prior to becoming general chairman, in 1962, a position he held for seven years. Brother Smith retired in November 1975 after completing some 35 years service with the railroad. His wife, Peggy, still resides at Uvalde, TX. The officers and members of Gulf Coast Lodge No. 99 extend their deepest sympathies and condolences to Brother Smith's family.

A. M. "Micky" Spencer, 75, retired signal maintainer at Valley Center, KS, for the Santa Fe, died March 27, 1977. Brother Spencer retired November 1, 1966 after completing 43 years, 7 months of service and was a member of Midwest Local 33. The officers and members of Local 33 extend their deepest sympathy to his wife and family.

Robert B. Trader, retired leading signal maintainer on the former Pennsylvania at Downingtown, PA, died March 18, 1977 at a Veterans Administration Hospital in New Mexico. Brother Trader retired in September 1975.

Samuel B. Werner, Jr., 84, retired telegraph and signal maintainer at the former Pennsylvania Enola Yards near Harrisburg, died March 26, 1977. Brother Werner had completed nearly 50 years service when he retired in 1962. He was a member of Capitol City Lodge No. 50. Brother Werner was also a member of Market Square Presbyterian Church in Shippensburg, PA, the Shippensburg VFW and American Legion posts, and the Harrisburg Disabled American Veterans. Surviving are two daughters, Mrs. Paul Clouser of Harrisburg, and Mrs. Lucille Brennan of Gettysburg; a son, Douglas Werner, Sr., of Shippensburg; a sister, Mrs. Ethel Ohl, of Upper Darby; 19 grandchildren and 18 great-grandchildren.

Clifford C. Woodfill, retired signal test foreman for the St. Louis-San Francisco Railway at Tulsa, OK, died September 16, 1976. Brother Woodfill had completed 43 years service with the railway when he retired in 1967. He had served for a time as chaplain of Frisco Lodge No. 129.

People

ASSOCIATION OF AMERICAN RAILROADS: **Charles L. Amos,** congressional liaison officer for railroad affairs at the U.S. Department of Transportation, appointed executive director, highway-rail programs at Washington, DC succeeding **P. J. McCue,** resigned.

NORFOLK & WESTERN: **John A. Sattler,** regional engineer signals and communications at Cleveland, OH retired Oct. 1, 1976.

WESTERN-CULLEN DIVISION, FEDERAL SIGNAL CORP.: **D. Joseph Corr** appointed director of sales and marketing. **Chester E. Weatherly, Jr.,** appointed sales manager southeast district at Atlanta, GA.

RICHMOND, FREDERICKSBURG & POTOMAC: **R. C. Bailey** appointed engineer signals at Richmond, VA.

Peter C. Bradshaw
Edison Battery

D. Joseph Corr
Western-Cullen

SOUTHERN: **Donald R. Myrick,** has been appointed supervisor communications and signals with headquarters at Oakdale, TN.

EDISON BATTERY DIVISION, McGRAW-EDISON CO.: **Peter C. Bradshaw,** manager-sales engineering, appointed product manager-rail transit with headquarters at Bluefield, NJ.

SANTA FE: **R. T. Alder,** signal supervisor at Amarillo, TX, has retired. **R. N. Snodderly,** traffic control system engineer at Los Angeles, CA appointed tcs engineer-system with headquarters at Topeka, KS. **R. W. Convey** appointed tcs engineer, Coast Lines, Los Angeles.

SOUTHERN: **Eugene G. Alexander,** communications & signal supervisor, appointed project engineer c&s at Tuscaloosa, AL. **Clyde O. Anchors,** c&s superintendent appointed application engineer c&s, Atlanta, GA. **Billie A. Denton,** supervisor c&s at Hattiesburg, MS, transferred to Tuscaloosa, AL. **J. C. Duncan,** supervisor c&s at Spartanburg, SC, transferred to Greenville, SC. **Lester McCray, Jr.,** signal maintainer, appointed assistant technical instructor, McDonough, GA. **John W. Wood,** assistant supervisor c&s appointed supervisor c&s at Spartanburg, SC.

ELGIN, JOLIET & EASTERN: **Gerald O. Craig** has been appointed signal supervisor with headquarters in Joliet, IL.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

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Signalman's Worksheet

Block Signaling Adjuncts

SWITCH DETECTION AND LOCKING

Several methods and devices are used to detect the position of switch points and to lock them in position. Regardless of the method or device used, the object is safe operation of trains over switch points in signaled territory, including interlockings.

SWITCH CIRCUIT CONTROLLERS

A switch circuit controller is a device which is commonly either a part of or used with a switch operating mechanism. It is operated by a rod connected to the switch. The controller indicates that the switch point is within a specified distance of the stock rail.

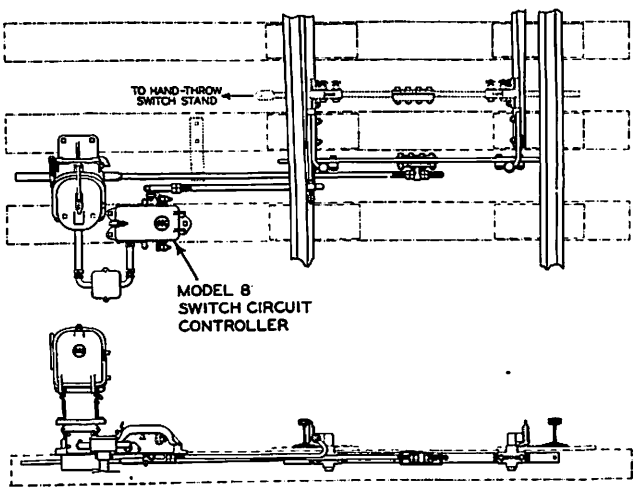


Fig. 501 — Model 8 switch circuit controller and Model 9B electric lock applied to hand-throw switch.

Figure 501 shows a Model 8 switch circuit controller as it would be installed with a hand-throw switch. When the hand-throw switch is operated, a rod connected between the switch points and the crank on the switch circuit controller moves the contacts within the controller to affect the associated signal circuit.

Line Break Circuit

The circuit in Figure 502 shows an application of a controller in automatic block signaling. This circuit detects the condition of the track between signal 1 and signal 2. This is accomplished by breaking the control wires through contacts on the track relays a′ and b′ and on switch circuit controller x. Whenever any of these contacts are open, signal 2 will indicate stop. Figures 503 and 504 show how such an arrangement is actually wired.

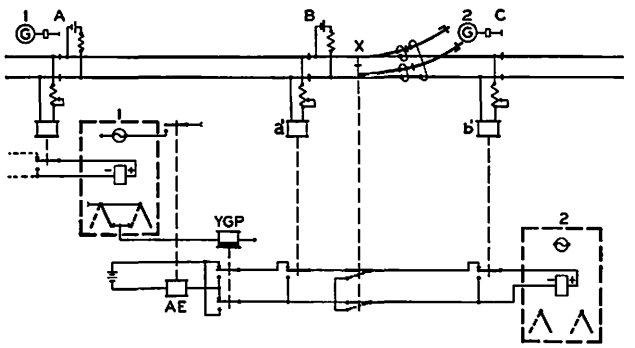


Fig. 502 — Simplified circuit of a 2-block, 3-indication signaling with polarized line circuit showing typical application of switch circuit controller.

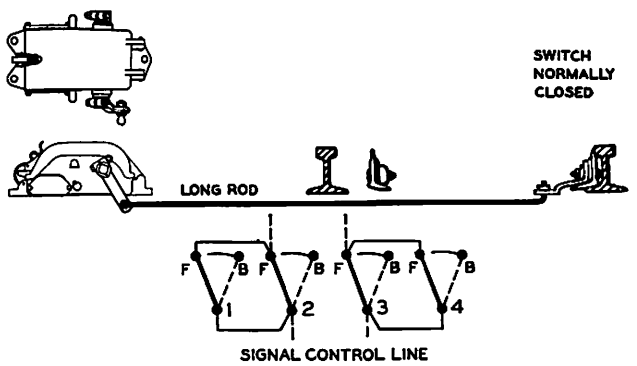


Fig. 503 — Typical line break circuit and switch layout when controller is located on the normal open point side of the switch.

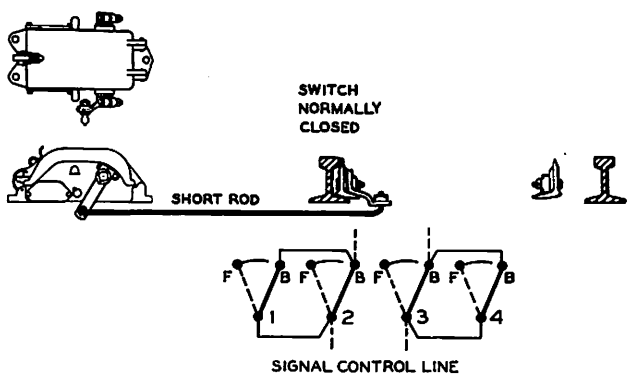
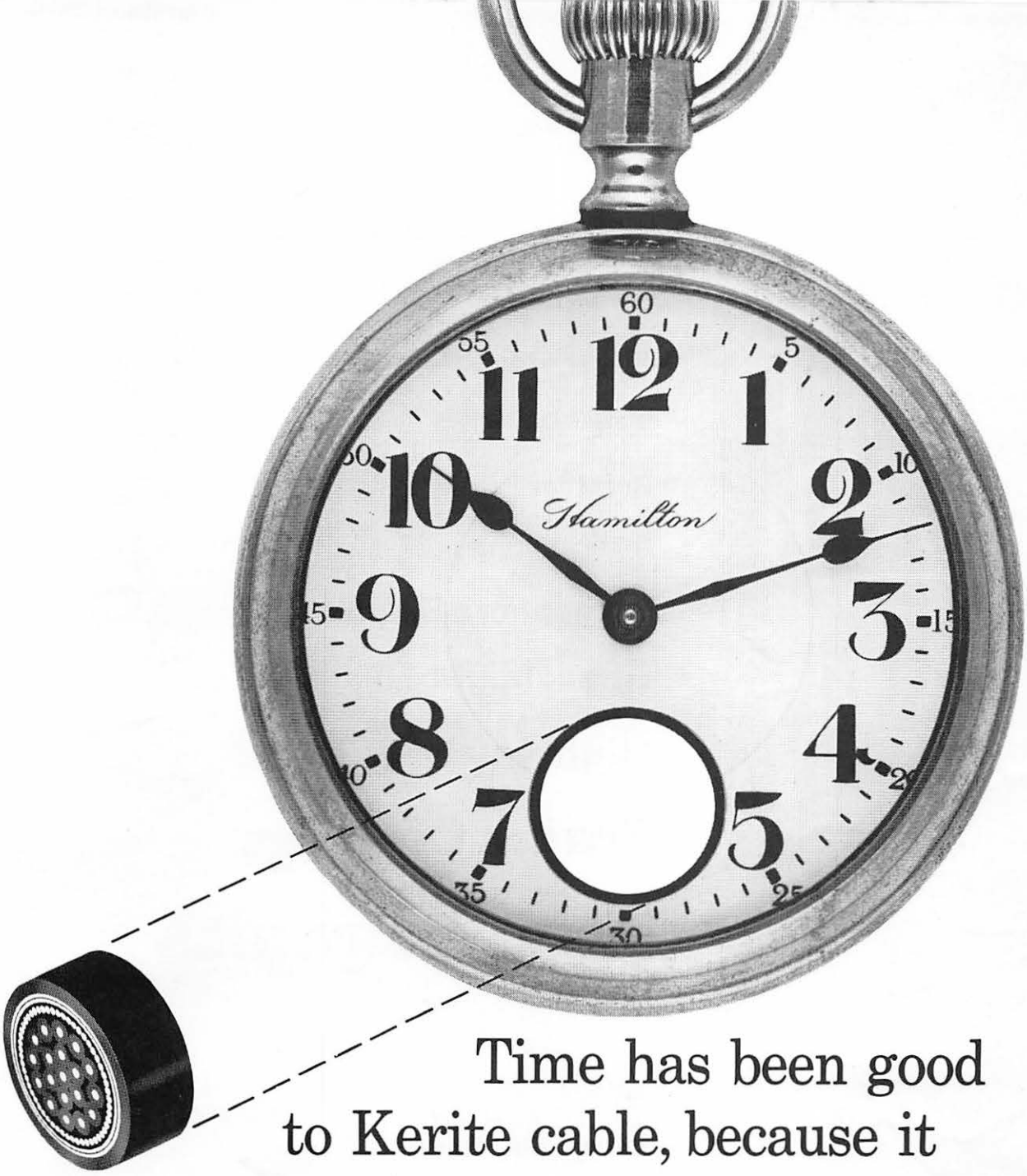


Fig. 504 — Typical line break circuit and switch layout when controller is located on the normally closed point side of the switch.

Information and drawings furnished by General Railway Signal Co.



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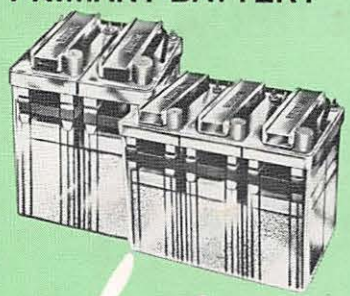

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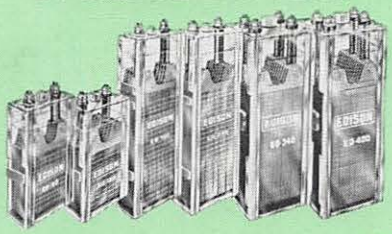

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